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THOMAS P. GRASTY, Vice-President.
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COPY FOR ADVERTISEMENTS.

Advertising copy (changes or new advertisements) should reach us Saturday Morning to insure insertion in the issue of the following week.

For the first issue in the month we should receive copy by Friday Morning of the week preceding.

J. C. Monaghan of Madison, Wis., formerly United States consul at Chemnitz, Germany, in a letter to the Manufacturers' Record, writes:

We are all very much interested in the work going on in the South, and particularly in your share of it. I hope you are still hammering away at industrial art, technical and commercial education. If the South is wise she will not wait for Wisconsin, Minnesota, Michigan and Massachusetts to test technical education. Let her look abroad and see what it has done for others, notably for Germany. Let her emulate Germany. Her possibilities are only limited by her powers, and these will depend very much upon the means and methods employed to develop them.

LESS HASTE, MORE SPEED.

Eight or nine Southern legislatures are now in session, and most of them have been called upon to participate in one way or another in the "child-labor" agitation. The most remarkable characteristic of the leaders in that agitation is that they either credit its opponents with nothing but mercenary motives or fail to perceive that opposition to a system does not necessarily demand a remedy which would be worse than the disease. They fail to comprehend that men opposed to the employment of children in cotton mills can oppose, upon philanthropic grounds, the agitation's scheme for making such employment impossible. If they had followed the course of legislation elsewhere on the same lines, they would discover that it had resulted not in preventing the employment of children, but in changing the form of their employment, often to their detriment, and that at the same time there had been a debauching of the public conscience through acquiescing in the mistake and through a cultivation of direct perjury. Men and women who are honest in their efforts to better the condition of Southern children ought to move slowly and to question the influences which would insist upon haste in entering upon radical

legislation. They should take heed lest in their enthusiastic sympathy for the children they make the children's lot worse than it should be. The pernicious influence behind this agitation is admirably set forth in the Danville (Va.) Register as follows:

We observe that the Federation of Labor has decided on an active campaign in behalf of laws to prohibit child labor and to regulate the labor of minors in all States where the desired statutory regulations do not exist. Mr. Gompers is directed to prosecute a campaign of education in regard to this labor movement in the South. It is probably needless to say that we regard all such movements as tending to socialism. We venture to assert, regardless of the opposition it may invite, that there is no sound reason for the regulation of labor by law in a free country. If no man who is not under conviction for crime can be compelled to work, if he chooses to be idle, so no man should be condemned to idleness for any portion of the time he may choose to devote to labor, and if our people are intelligent enough as a whole to participate in the affairs of a self-governing republic, the fathers and mothers of the land should be capable of properly ruling their households. Must the farmer's boy be prohibited from driving up the cows, feeding the pigs and pulling weeds out of the garden in order that children in the cities may be kept out of the mills and factories? Or is it the purpose to regulate the matter by class legislation? No objection to a campaign of education among the fathers, mothers and guardians of the children of the land. If wisely conducted, it may do a vast deal of good, not only in regard to the best method of employing children, but likewise as to what constitutes healthful food and raiment.

If the State may discreetly undertake to limit parents as to the tasks they shall impose upon their children, it may also assume the responsibility of prescribing their food and raiment. A campaign of education in behalf of cleanliness, wholesome food and sanitary cooking would meet a need just as urgent as the prohibition of child labor, and would possess the merit of being less revolutionary in its tendency. Still, we grant that such a campaign as is proposed can do no harm, if properly conducted among parents and guardians, rather than among the law-making bodies of the several States. Every parent who is not unnatural can be relied upon to seek the highest good of his child by all the means that may be available.

So far as the South is concerned, we suspect that it is capable of attending to its own business, and that better results will be obtained if meddlers put in their time somewhere else. We do not feel the need of missionaries from a body that lacks but little of being completely dominated by a socialistic element, as was clearly demonstrated not many weeks ago. Every point yielded in compliance with the insane and persistent clamor of socialism is so much ground lost to orderly freedom and a distinct encouragement to further aggressions by the communism which has gathered strength on this continent as rapidly as additions have been made to our population from among the discontented elements of continental Europe. The movement is undemocratic and dangerous to our institutions.

Advertisements of Southern localities offering special advantages for the location of manufacturing enterprises will be found on pages 56 and 57.

In a letter to the editor of the Manufacturers' Record Mr. A. M. Elliott of Baltimore, Md., writes:

Your "Facts About the South" are most attractive, and are a revelation to me in many ways. I think your monograph will do an immense deal of good for the South, and every Southerner should be greatly gratified that you have given so generous co-opera-

tion toward the development of this Southland.

A SOUTHERN SOCIAL MISTAKE NOT TO BE DUPLICATED.

Not a little excitement in some quarters has been caused by a statement attributed to the venerable Senator Hoar of Massachusetts, that one of his party associates had recently confessed to him that the abolition of slavery was a mistake. Few thinking Southerners will be found supporting that confession as far as it refers to the fact of abolition, though all of them will readily reinforce the growing conviction in the rest of the country that the methods pursued during thirty years for the abolition of slavery, and logically inducing the most terrible war in history, were worse than a mistake. Before these methods were instituted thoughtful Southerners were doing their best to hasten the natural and safe abolition of slavery in response to the same economic influences which had removed the curse from New England and the rest of the North without injury to whites or blacks. The virulence and violence of the methods devised and propagated by outside theorists suppressed that conservative instinct. But that was manifested later in modified form in the plan of Abraham Lincoln, who, Southern-born and keenly appreciating the evil effects of slavery, especially upon the great mass of non-slaveholding whites, contended from his standpoint of unselfish patriotism for voluntary emancipation, with compensation to owners and deportation of negroes.

No greater injury could have been done the country than that wrought by the wrong methods of the abolitionists in applying a right principle; no greater wrong could have been perpetrated against the negro than that wrought by abolitionists and their allies in their political, educational and social handling of the negro after emancipation, and no greater insult to the memory of the great Lincoln could have been offered than the policy which has been followed even to this day by pothouse politicians and by Presidents in employing the negro in politics as a basis of bargain and sale in nominating conventions or of appeals to mud-sill passions and prejudices for the purpose of carrying doubtful States.

In view of such results it may be conceded that abolition of slavery was a mistake. But it must be remembered that it was a mistake because natural law was forcibly interfered with, and not because the ultimate elimination of slavery upon proper lines would not have been of immense benefit to the blacks as well as the whites of the South.

The confession of mistake in attempting to solve from the outside one social problem of the South ought to induce caution on the part of outside promoters and Southern supporters of another movement for the solution of a Southern problem—education—equally

as great as that of slavery, and intensified and aggravated by the interference of the very individuals, in some instances, who were responsible for the mistaken abolition movement and its sequels. In spite of the evils recognized by intelligence everywhere as the direct fruit of abolition of slavery, one of the principal advocates of this Southern Education Scheme, the New York Times, says that it makes "the same appeal to patriotism that the problem of obliterating slavery itself made, with this fortunate difference: The abolition of slavery had to be accomplished against the opposition of the South, and the abolition of ignorance may be accomplished with the South's heartiest co-operation." There are indications of such superficial co-operation, but it is believed that deliberate, thoughtful and disinterested co-operation is confined to a limited number. Otherwise there would be grounds for a belief in a realization of the fears expressed thirty-odd years ago for his section by the Rev. Dr. Robert L. Dabney in these words:

Few minds and consciences have that stable independence which remains erect and undebauched amidst the disappointments, anguish and losses of defeat and the desertion of numbers and the obloquy of a lost cause.

For forty years the greatest foe of the South has been its poverty. But in that poverty the Southern people have maintained to a wonderful degree their self-dependence. The Southern Education Scheme is about the most insidious influence which has been brought to bear against that self-dependence, but the Manufacturers' Record believes that the South has the virtue to resist it.

NORTHERN INTEREST IN SOUTHERN IMMIGRATION.

With a view to sounding the sentiment toward immigration to the South and Southwest of farmers and other men in the North and West, and toward developing a greater interest in that subject, the Southern Farm Magazine of Baltimore recently addressed letters of inquiry to a large number of its Northern and Western readers. Many replies have been received, and a number of the typical ones are published in the February issue of the Magazine. They reveal a lively interest in the South, a determination to visit it preliminary to probable permanent settlement, and a desire to make its promise known to others. The replies also contain practical suggestions for agencies working for Southern development. Extracts from the letters follow:

Howard Hamilton, Biddeford, Me.: If Southern railroads would take the means in the East for inducing the people to go South that the Western railroads used twenty or twenty-five years ago to induce people to go West, a desirable class of people might be interested, and the East and the South become as closely allied through friends and relatives as are the East and the West. I'll venture to say that every town in Maine is represented somewhere in the West by one or more of its sons or daughters.

Cyrus T. Skeppole, Bangor, Me.: It has

always appeared to me that if the railroads in the South cared to people their section with Northern people, they would do it by placing the resources found there before them in a proper way.

J. M. Asker, Creston, Ill.: I intend to take a trip South before long and see the country, as I believe that it is the best place at present. Land here is selling from \$100 to \$150 an acre, and winters are long and cold.

Ira S. Reed, Delevan, Ill.: I have made a number of visits South as far as Galveston, Texas, and like the South very much. If I was a young man I would settle there.

Dr. James R. Kingsley, Sheboygan, Wis.: I have made up my mind to invest in the South somewhere, and at the present time am in correspondence relative thereto.

W. H. Green, Deer Creek, Ill.: As the children are gone and I am getting too old to farm, I have sold the farm and will move to Peoria, but expect to visit the South and look for an investment.

D. D. Cole, Barre, Mass.: Good people are owners of property here who might be induced to go South if favorably impressed. We are ourselves in the same situation, desirous of making a change if we could be suited. I was this morning talking to parties with regard to going South.

W. C. Merrill, Albert Lea, Minn.: I am interested in the development of the South, expecting to make it my home some time in the near future.

C. H. Steele, Grand Rapids, Mich.: I think some parts of the South would be a good place for my business. I intend to see the country as soon as I can.

J. W. Huett, Ottawa, Ill.: I would urge you to use your influence to get the railway companies having an interest in the settling of the uncultivated lands of the South to make some arrangement to have an agent in this vicinity. We have now here an agent or two for Iowa lands, one for Minnesota and Dakota lands, another for Canadian lands, another doing some business in Texas lands, and there has been sold to citizens of this county within a year several thousand acres of land. Now I believe the South can offer them better bargains than they are getting in these places, and cannot see why its lands should not sell here. I hope next summer to be able to visit some parts of Virginia, North Carolina and Tennessee, and to do a little toward calling the attention of my friends to that region.

F. O. Withrow, Geneseo, Ill.: I would like to visit your country, and expect to do so some time in the near future.

E. J. Niswonger, Trowbridge, Ill.: I have a fine hundred-acre farm that is worth \$80 or \$85 an acre that returns a good income, but the climate here is too changeable, as you may know, often 40 or 45 degrees in eight or ten hours. I think such great changes in temperature are very hard on the health of people and live-stock. If I could find a good stone quarry well situated in the Southern States I would sell my farm and engage in the quarrying business altogether.

Erva K. Durant, Leominster, Mass.: I have learned a great deal about the South and its resources. My folks have been very much interested, and have thought they would like to live South.

L. J. Stamm, Alta, Iowa: I am always advocating the South to my friends, and will try to persuade some of them to move South instead of North and West.

Allen Frost, Rich Hill, Ohio: I think if I keep my health and sense I shall see the South the coming summer.

The interest in immigration to the South thus shown as prevailing in the North and West gives peculiar significance to the words of Mr. S. H. Hardwick, general passenger agent of the Southern Railway, at the recent convention at New Orleans designed to further immigration into Louisiana, Texas and Mississippi. Mr. Hardwick said that the invitation to him to speak in particular support of the colonization of Texas and Louisiana was to some extent like inviting him to be a guest at a most delightful feast upon condition that he bring an ample supply of provisions, and he added:

While speaking personally for myself, and so far as I have the privilege and honor to represent the Southern Railway, also speaking for the company, we do have an interest, a very large interest, indeed, in Texas and Louisiana; we do not actually have any mileage in those States; and it has been my experience that the colonization of those States, especially the great State of Texas, so far as it has progressed, has been largely, if not chiefly, made by transferring the population

from the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky and Mississippi, in which we do have a large and important interest and extensive mileage.

And I might say right here that one of the best ways to colonize Mississippi is to cease moving its population out even into the nearby States of Louisiana and Texas.

It is my own opinion that this transposition of any considerable portion of the inhabitants of the South from one State to another is not the best way nor the wisest method of promoting colonization, as this creates a spirit of unrest which causes our people to go out into even more remote sections, but I think all of the States in the South should stand together and bring into all of these States additional population, and that our efforts should be made a common one and a general one, rather than to go about among each other seeking a disturbance of the settled conditions as they actually exist in one State of the South for the purpose of leading these people out into some other State of the South.

These observations are based upon experience in systematic and persistent colonization work, in which the Southern Railway has been a pioneer. They are eminently practical, because the result of shifting Southern population from one State to another adds nothing to the population of the South, while interfering with the steady development in which the natives should lead. The aim of all the agents of immigration should be not to compete with each other, but to agree upon some basis for harmonious action which would result in bringing to the South from outside thrifty settlers to add to its productive population. The letters published by the Southern Farm Magazine show that the field is ripe for harvest.

APPOINTMENT OF NEGROES TO OFFICE.

Public offices are not created by the government to reward individuals or classes, to support partisans or to make friends, but solely for the purpose of administering the functions of the government, to execute the law and to establish justice.

A government executive officer can always perform his duty better when he has the sympathy, moral support, respect and confidence of the people among whom he is placed, and is in substantial accord with the best classes of citizens. Can this be done when a negro is appointed to a position of postmaster in the Southern States or to any other position whatever where he is brought into frequent and close business relations with the intelligent white people of the community?

The fatal error in the administration of the affairs of Ireland by the English government was in placing in official positions persons who were obnoxious to the Irish people. The result is seen in a hereditary alienation of three-fourths of the people of Ireland from the British government. There is no loyalty in their hearts. The representatives of Ireland in Parliament are now and have been for several generations a discordant note, a drawback to legislation, a thorn that always pricks, a body that feels bound by the inspirations of inheritance and national hatred to do everything in opposition to the passage of such laws as will benefit the British empire. When the nation is at war Ireland must be watched, when financial difficulties come no relief can be expected from the people of Ireland, when calamities stalk over the land Ireland rejoices. It is a dead body attached to a living soul. A people warm in their impulses and affections, steadfast to the principles of liberty, gifted

with intellectual endowments and second to none in courage and in the genius for war, have so long been overpowered and overshadowed by unwise methods of government that in their own land they are without influence in the world's history and are condemned to live amid environments that make it impossible for them ever to achieve greatness in their own country. They leave their land to swell the prosperity of other nations.

If Mr. Roosevelt is as much a statesman as he is a scholar, if his investigation of the history of such men as Cromwell and Pym and Russell and Sidney have been for anything, if he has studied the story of Washington and Lincoln, then he ought to know something at least of the power of popularity among the people. If his ideas of a republican form of government have been formed from a thorough study of the history of our own times, they ought to teach him that the people are best served by a servant who wins their approbation while serving them. A man of sound judgment will not even employ a laborer that is obnoxious to him, a woman will not employ a nurse distasteful to her, a gentleman will not have a servant that he despises. Why, then, should a large community be served by one who is disliked by or obnoxious to three-fourths of the persons in the community and by nine-tenths of those with whom he is brought into close business relations?

No nation will accept from another nation as a minister or ambassador one who is persona non grata—that is, one not in sympathy with the government to which he is accredited. Ought the President elected by the people to be less observant of the courtesies due his people than he is of the courtesies due to a foreign power?

Evidence is accumulating that Mr. Roosevelt is animated in the appointment of officers not so much because they may be capable, honest and efficient in administering the law as for the effect such appointments may have in the next nominating convention. What a descensus!

Mr. Roosevelt started out aright. No other man ever came to the presidency with more of the good will of the people of the United States. All over the South it was thought that he would be an ideal President. Men who had never before spoke a good word for a republican President spoke well of Mr. Roosevelt. It was believed that he would unite in his own person the generosity, courage and frankness of the Southern people with the conservatism and business methods of the best classes in the North. He has disappointed both of these classes, and is following the unwise traditions of the ultra element in his own party which it was thought his predecessor had destroyed.

The country wants political peace, that prosperity may not be checked or impaired by feeling of ill-will between the sections.

The Forestry school of the Biltmore estate in North Carolina is now engaged in a study of the lumber industry in the South. As an aid to that study Mr. George W. Vanderbilt will give the students a trip of about three weeks through the timber sections of Texas and the Mississippi valley. This is another illustration of the public spirit unvaryingly shown by Mr. Vanderbilt since the establishment of his estate in North Carolina.

The Southern Farm Magazine.

Immigration has the call in the February issue of the Southern Farm Magazine. Its most striking feature, perhaps, is a number of letters from Northern and Western farmers recognizing the work which the Magazine has done in cultivating there active interest in the South and revealing a decided inclination to move southward. Complementary to these letters is an article by Thomas P. Grasty contrasting methods employed ten or fifteen years ago in Southern immigration work with the systematic and persistent campaign of today, and an article by James F. Rinker clearly explaining the difficulties which have led to misunderstandings about Southern conditions and demonstrating their groundlessness. Col. J. B. Killebrew contributes a very comprehensive survey of farming opportunities in Georgia closely allied to one on the possible profits in cattle-raising in the South. Mr. John Rumbold writes an enthusiastic paper on the merits of Light Brahmas, and there are other articles treating of preparations for the spring garden, sheep-raising, hygiene of rural schools and a variety of other topics. Editorially are compared the crops of the South and of the rest of the country in 1902, while Peter Pechin, in his special department, skits the fads and fancies of the day, especially those related to education and other social agitation in the South.

The Southern Farm Magazine is published monthly by the Manufacturers' Record Publishing Co., Baltimore, Md. Price \$1 a year.

Place for an Ice Plant.

In a letter to the Manufacturers' Record Mr. R. E. Lee of Lumberton, N. C., writes:

"This town has the prettiest opportunity for an ice plant and laundry of any town in North Carolina which has not one. This is the intersection of the Carolina Central Railroad, the line leading from Hamlet, N. C., to Wilmington, N. C., and the Carolina Northern Railroad, the line leading from Lumberton, N. C., to Marion, S. C. It is in a radius of about thirty towns which must have ice and laundry. It is in the center of what is becoming a strawberry and other trucking section, and the railroads agree to have their cars iced at this place as soon as ice plant can be built here.

"Lumberton is a town of about 3000 population, with several wholesale grocery stores and manufacturing plants. A cold-storage is an absolute necessity here. Labor and fuel are cheap. I will take pleasure in furnishing investors with proper information with reference to same."

Work for Tuscaloosa.

[Special Cor. Manufacturers' Record.]
Tuscaloosa, Ala., January 26.

The Tuscaloosa Board of Trade was organized on January 19. Hon. Frank G. Blair was elected president; Mr. E. N. C. Snow, vice-president; Mr. Phil Blondheim, treasurer, and Mrs. John G. Brady, secretary. There was great enthusiasm among the business men of the city, and more than fifty of them signed the roll of membership. The object of the Board of Trade is to advertise the advantages and resources of Tuscaloosa.

The Tuscaloosa Belt Railway Co. will soon begin an extension of its tracks to Holton, where the Central Iron & Coal Co. is erecting a 250-ton blast furnace, and where the by-product plant of the Semet-Solvay Company is located. This extension means the building of three new miles of track, and will bring much trade to Tuscaloosa.

\$4,000,000 STEEL PLANT FOR BRUNSWICK, GA.

For some months past negotiations have been pending for the building at Brunswick, Ga., of a steel plant. Contracts have now been closed between the Mohawk Valley Steel & Wire Co. and the city of Brunswick, through the Board of Trade, for the building of this plant at a cost of about \$4,000,000. The following dispatch from Brunswick to the Manufacturers' Record gives the important details:

"President Frank G. Umstead of the Mohawk Valley Steel & Wire Co., with headquarters at Portland, Maine, in person has closed a contract with the city of Brunswick, through the Board of Trade, whereby his company binds itself to erect and maintain a \$4,000,000 steel and wire plant at Brunswick, employing about 7000 operatives, and to turn out a finished product of 1600 tons a day. Through the Board of Trade the citizens raised \$300,000 as a bonus, and that was underwritten and embodied in the contract, and will be turned over to a guarantee company when the plant is completely erected and turning out its finished product. President Umstead states to the Manufacturers' Record: 'This plant to be erected at Brunswick is to be independent of our present plants at the North. We control several plants in different places in the South, which will be consolidated at Brunswick as a nucleus, and to them will be made extensive additions embodying every new mechanical device in manufacturing all kinds of commercial iron and steel, from bar iron to the railroad steel rails and shipbuilding material. We will also erect a shipbuilding plant, with all the necessary adjuncts. Our people also own extensive coal beds and mines in the South, and several co-operating railroads and interests in others, which will afford us ample facilities for our getting out raw material to our plant at Brunswick. At present we do not care to go into further details of these points. They will be announced in a few weeks. We will manufacture open-hearth steel from Southern ores, largely from Alabama, and Bessemer steel from foreign ores, which we will import from Cuba, Spain and other countries. We have located the site for the plant on a triangle of land in the city limits of Brunswick, bordering on Terry's creek and backwater, which gives us a water-front having an average depth at low tide of over thirty feet and only five miles from the open ocean. The location is being surveyed now, and we will begin the work of driving piling and grading at once, and all other work will be rushed. We are much pleased with the facilities of Brunswick, and are glad we found it advisable to locate here. I will go North and to the East tonight to put into operation our plans for the perfection and completion of our plans at Brunswick. I will remain there about three weeks, then return here and remain on the ground to push the work.'"

This is the most important move looking to the broad development of the iron and steel interests of the South which has occurred for many years. About fifteen years ago, when the Maryland Steel Co. established its great plant near Baltimore for the purpose of using foreign ores, the movement was regarded as indicating a possible trend likely to be developed of the iron and steel trade back from the interior towards the seaboard, where it had been concentrated in earlier years. Shortly after that, however, the great discoveries of the Mesaba region checked this movement and centered the iron and steel business of the country in the Pittsburgh region. Again the move turns to the seaboard, partly because of the cheapness

with which ores for Bessemer steel can be imported from Cuba and other points, and partly in order to handle foreign trade to better advantage. The South secures this great plant, and its effect upon the industrial and commercial interests not only of Brunswick, but of the entire South, cannot be well overestimated.

The Mohawk Valley Steel & Wire Co. has recently been incorporated in Maine, and it has been reported that its capitalization is \$25,000,000, with \$5,000,000 or \$6,000,000 of bonds to be issued. It is said to control several large plants in Pennsylvania and Ohio. Its president is Frank A. Umstead, who is reported in the directory of the American Iron and Steel Association as president of the Hartman Manufacturing Co. of Pennsylvania and the Cuyahoga Steel & Wire Co. of Ohio, and it is reported that these plants, as well as a number of others, will be controlled by the Mohawk Company, though in the interview printed above President Umstead states that the Brunswick plant is to be independent of the plants at present controlled in the North.

PIG-IRON IN 1902.

Large Increase in Production in the Face of Difficulties.

The American Iron and Steel Association has received from the manufacturers complete statistics of the production of all kinds of pig-iron in the United States in 1902; also of the stocks of pig-iron which were for sale on December 31, 1902. Detailed statistics of both production and stocks are published in the current issue of The Bulletin of the Association, and are summarized as follows:

"Production.—The total production of pig-iron in 1902 was 17,821,307 gross tons, against 15,878,354 tons in 1901, 13,789,242 tons in 1900, 13,620,703 tons in 1899 and 11,773,934 tons in 1898. The following table gives the half-yearly production of pig-iron in the last four years in gross tons:

Periods.	1898.	1899.	1900.	1901.	1902.
1st half...	6,289,167	7,042,569	7,674,613	8,808,571	8,808,571
2d half...	7,331,536	6,146,673	8,263,741	9,012,733	9,012,733
Total...	13,620,703	13,789,242	15,878,354	17,821,307	17,821,307

"The increase in production in the second half of 1902 over the first half of 1902 was 204,159 tons. The total increase in 1902 over 1901 was 1,942,933 tons. This is a somewhat smaller increase than the year 1901 showed over the year 1900, which was 2,089,112 tons. Nevertheless it is certainly remarkable that there should have been such a large increase in production in 1902, when there were serious adverse conditions to contend with, chiefly inadequate transportation facilities, resulting in a short supply of coke and iron ore and the banking for longer or shorter periods of many furnaces. The anthracite coal strike also seriously interfered with the activity of many Eastern furnaces.

"The production of Bessemer and low-phosphorus pig-iron in 1902 was 10,393,168 tons, against 9,596,793 tons in 1901.

"The production of basic pig-iron in 1902 was 2,038,590 tons, against 1,448,850 tons in 1901 and 1,072,376 tons in 1900.

"The production of charcoal pig-iron in 1902 was 378,504 tons, against 360,147 tons in 1901 and 339,874 tons in 1900. The production of mixed charcoal and coke pig-iron in 1902 was 11,665 tons, against 23,294 tons in 1901 and 44,608 tons in 1900.

"The production of spiegeleisen and ferromanganese in 1902 was 212,981 tons, against 291,461 tons in 1901 and 255,977 tons in 1900.

"In 1901 this country made more pig-iron than Great Britain and Germany combined, and in 1902 we made more than these two countries and Belgium combined.

"Unsold Stocks.—The stocks of pig-iron which were unsold in the hands of manufacturers or which were under their control at the close of 1902, and were not intended for their own consumption, amounted to 49,951 tons, against 70,647 tons at the close of 1901 and 442,370 tons at the close of 1900.

"The American Pig-Iron Storage Warehouse Co. held no pig-iron whatever in any of its yards on December 31, 1902. This is the first time since its organization in 1889 that the company has not held at least a small quantity of pig-iron in its yards at the close of a calendar year. At the end of 1901 it had 3000 tons.

"Furnaces.—The whole number of furnaces in blast on December 31, 1902, was 307, against 296 on December 31, 1901, and 232 on December 31, 1900."

The production of all kinds of pig-iron in gross tons of 2240 pounds from 1900 to 1902 by States is shown in the following table:

States.	1900.	1901.	1902.
Massachusetts....	3,310	3,386	3,360
Connecticut.....	10,233	8,442	12,086
New York.....	292,827	283,682	401,369
New Jersey.....	170,262	155,746	191,380
Pennsylvania.....	6,365,935	7,343,257	8,117,800
Maryland.....	230,073	303,186	303,220
Virginia.....	490,617	448,662	537,216
North Carolina..	28,984	27,333	32,315
Georgia.....	1,184,337	1,235,212	1,472,211
Alabama.....	10,150	2,273	3,695
Texas.....	166,758	166,597	183,045
Kentucky.....	71,562	68,462	110,725
Tennessee.....	362,190	337,139	392,778
Ohio.....	2,470,911	3,326,425	3,631,388
Illinois.....	1,363,383	1,596,850	1,730,290
Michigan.....	163,712	170,762	155,213
Wisconsin.....	184,794	207,551	273,987
Minnesota.....			
Missouri.....			
Colorado.....			
Washington.....	159,204	203,409	269,930
Total.....	13,789,242	15,878,354	17,821,307

Concerning Iron-Making.

A brochure of timely importance and permanent value written by Elisha Walker and issued by Fisk & Robinson of New York and Boston is entitled "Concerning Iron-Making," with special reference to the Buffalo & Susquehanna Iron Co. Designed to acquaint more thoroughly the bondholders of the company with the plant in which they are interested, the pamphlet, couched in language as slightly technical as possible, illustrates in its description of the special features of the plant the development of an industry which employs, as is estimated, one-sixth of the entire industrial capital of the country. But for a thorough understanding of the industry the pamphlet discusses in most interesting style the foundations of the American iron industry and sketches the history of iron and steel in the United States from the time in 1619, when the Virginia Company undertook to set up iron works at Falling Creek, to the present day, in which the United States is producing as much pig-iron as England, Germany and France combined. The strength of the industry, as pointed out by Mr. Walker, is grounded in the bountiful resources of reliable iron ore and coking coal, and the cheapness and rapidity with which the raw materials are assembled, American ingenuity in solving transportation problems being not the least factor to that end. From a brief description of the gathering of ore, fuel and flux Mr. Walker passes to an explanation of blast-furnace management and a succinct description of blast-furnace products. Description and explanation are accompanied with half-tone cuts of ore fields, furnaces and methods of handling the material. Mr. Walker recognizes the vastness of the iron and steel industry, so closely allied to the whole material progress of the nation, and appreciates the necessity for a careful study of it, lest ruin come

through that vastness. But he sees a bright future for modern plants, due to the cheapening of the cost of production, a cheapening on a permanent basis in spite of apparently contradictory but ephemeral conditions as of the past year or two. He also regards as elements of stability steadiness in prices indicated by the policy of the United States Steel Corporation, the increasing use of iron and steel with the extension of steam and trolley roads, and of steel construction in building, and the continued progress of the industry in this country shown in an increase in production of pig-iron from 8,622,127 long tons in 1896 to 15,878,354 tons in 1901 and to 17,750,000 in 1902. Mr. Walker adds:

"Of course, when depression does come, some of the older plants lacking modern improvements may have to close. Possibly, too, some of the modern but over-capitalized companies will find it necessary to shut down, but such failures will only tend to strengthen the industry and place it on a firmer basis. Thus it appears that a modern plant, well managed, with low fixed charges, situated advantageously and controlling its own raw materials and their transportation, has little, if anything, to fear in the future."

Cattle Shipped Through Pensacola.

The Hagerman-Lazier Trading Co. of Pensacola, Fla., telegraphs to the Manufacturers' Record as follows:

"The shipment of 600 head of Hereford Texas cattle last June by the steamship Vermont from Pensacola, Fla., to Durban, South Africa, having proved entirely successful, both from the point of standing the voyage (only eight head having been lost on the trip) and from that of climatic and other conditions there, the Lingham Timber & Trading Co., Ltd., of London, England, and Delagoa Bay, Johannesburg and Pretoria, South Africa, will enter upon its contract to transport 100,000 head by the Atlantic & South African Steamship Co., Ltd., from the port of Pensacola, Fla. The next shipment will be made per steamship Oakwood, a new ship due to arrive at Pensacola for March clearance. She will be followed about sixty days later by the steamship Pinewood, also back, and a new vessel. Both these ships have refrigerated space (about 30,000 cubic feet each) and accommodation for twelve saloon passengers each."

Grain and the Gulf Ports.

In reply to an inquiry from the Manufacturers' Record regarding the movement of grain through Gulf ports, Vice-President J. T. Harahan of the Illinois Central Railroad telegraphs:

"I have no information as to the Gulf ports other than New Orleans, and only so far as the Illinois Central is concerned. It is my opinion that the Gulf ports are not and will not be prepared to handle grain business for export as expeditiously as they would like, owing to the very heavy business that the roads have been doing for some time past, which has more than taxed their capacity. They are at present behind in the movement of local business, which they naturally feel compelled to move. We are making extraordinary efforts to handle as much as possible of the grain offered, and with ordinary weather conditions we hope to take reasonable care of this class of traffic."

Arkansas Good Roads.

Impetus to the good-roads movement was given by a convention held last week at Little Rock, Ark. Practical addresses were made by Messrs. William H. Moore, president of the National Good Roads Association; Martin Dodge and Frank H.

Hitchcock of the Department of Agriculture, J. B. Chapline of Arkansas, R. W. Richardson of St. Louis, J. A. Holmes, chief of the department of mines of the St. Louis Exposition, and others. A permanent organization was effected, and it was resolved to memorialize the legislature to provide for convict work upon the roads, to secure organization of good-roads clubs in each township of the State, and to give a prize of \$100 to any boy or girl under twelve years of age for the best essay showing the large taxes paid by farmers for bad roads.

THE TARIFF ON COAL.

Editor Manufacturers' Record:

Congress has voted a bill to refund the duty on coal for a year. So far as the duty applies to certain sorts of hard coal, we think that very little interest is taken in the matter by the trade, that no anthracite-producing company of any importance considers it material whether the duty is retained or rescinded; but in regard to the duty on soft coal there is a greater diversity of opinion. Companies shipping into the New England States are in some cases inclined to believe that it is a matter of importance, owing to the fear of competition from Canada. But we do not consider that this is so important a matter as it was a few years ago. In the last ten or twelve years nearly every large soft-coal company in the seaboard trade has arranged for a Western outlet, and if the demand at Eastern points should decrease, shipments can be made to the West. This is quite a different state of affairs from the situation of twenty or twenty-five years ago, when practically none of the shippers to the New England States had any Western market.

But we do not think that any serious reduction in tonnage is to be apprehended by reason of Canadian importations. There is a great area of coal in Nova Scotia, it is true, but it is very largely undeveloped, and the strata is such that the exploitation of the property is attended with great expense. It is almost as expensive to open a soft-coal colliery there as to open an anthracite mine in Pennsylvania. By reason of the expense attending dead work, practically every mining company in Nova Scotia was, until recently, years behind with its development, and was not in shape to produce coal as cheaply or in as large volume as circumstances required. Even now they are scarcely able to get out more than enough coal to supply the Canadian market during the summer season, and it is only in the fall and winter months that they have any surplus to offer for sale in the United States. Until the production has become much greater it is not probable that any Canadian company would seek a large tonnage of all-the-year-round contracts for commercial coal.

Apart from the slack contracted for to the New England Gas & Coke Co. at \$1.95 f. o. b., Canada takes all that can be turned out during the season of navigation on the St. Lawrence. It may be said that with free trade in coal to the United States the fields would be developed on a larger scale, but in view of the expense and time required, as well as the probability of a change in the tariff policy of our country in the course of any decade, we scarcely believe that any development would be undertaken on an extravagant scale, as investors would not feel sufficiently sure of their position.

The situation has changed much since the tariff agitation of 1893 to 1894 was in progress. Then there was a surplus of coal, and the prospect of importations from Canada could be used as a means of coercing bituminous producers; but at the present time there is such an excess

of demand that it is very probable that producers would not be influenced by the statement or threat of a consumer that he would buy provincial coal if not obtaining American coal at his own figure. The producer would be willing to let him go, knowing that there was trade enough in this country for all, and that only a few of his customers at most could be supplied by the Canadian producers. In view of the conditions that are almost certain to prevail in regard to production, transportation, etc., for a term of years, it seems certain that the American producers have nothing to fear.

On the Pacific coast, of course, the sentiment is wholly in favor of free coal. There is but a very limited amount of good bituminous coal produced in the section of the United States contiguous to the Pacific, and that is practically all confined to the extreme Northwestern section, San Francisco and coast towns generally procuring the bulk of their supply from British Columbia and abroad. Should the removal of the duty on coal injure the coal producers of the State of Washington, the loss would not be great in any event, and it would be made up in due course of time by the development of territory more convenient to their source of supply than San Francisco is—the great interior of the Northwest.

Eastern shippers have no reason to feel alarmed. Should any tariff change lead to a reciprocity treaty with Canada the shippers of the Ohio and Pittsburg fields would undoubtedly profit, as there would be an increased demand for soft coal in the Province of Ontario. It seems quite probable that industries located there, which are now merely struggling because of cost of fuel, added to the disadvantages of location, with which they have to contend, would be able to do better and increase their volume of business if their cost of production was decreased, hence become larger consumers of coal; and there is a prospect that as wood is becoming more expensive as time goes on, that there will be a trade in soft coal for domestic purposes in Ontario, particularly the western portion of the Province, which would redound to the advantage of the Ohio and Pennsylvania shippers, relieve in a sense the pressure upon markets for which West Virginia coal competes, and so be a benefit to the Southern producers.

F. E. SAWARD.

Scarcity of Coke and Its Cause.

Matthew Addy & Co. of Cincinnati in their weekly iron-market report say:

"Demand for coke continues to exceed the supply. The coke situation is so serious that it threatens to have a bad influence on business. For example, in this territory several large consumers have had to shut down their plants, as they were not able to get coke enough to keep running. Coke troubles are entirely due to the inability of the railroads to move cars, and not to car shortage. The railroads North and South are frightfully hampered by a lack of motive power. Consumers are dreading a sudden blizzard, which would add to the troubles the railroads are experiencing."

IN THE BEAUMONT FIELD.

Basis of Storing and Piping the Oil Adopted.

[Special Cor. Manufacturers' Record.]
Beaumont, Texas, January 26.

The Beaumont Crude Oil Exchange has been organized with forty-two charter members, and the charter has been applied for. It purposes to bring the producer of oil and the consumer into closer business relations. The diminished supply of oil, as is shown in nearly all the Spindle Top wells, has awakened the pro-

ducers to the necessity of keeping the product, if possible, within reach of the consumer, and it is contended that the exchange will go a long way toward this end.

The J. M. Guffey Petroleum Co., through its manager, Mr. Hoge, has announced that it will hereafter store and pipe oil in the Beaumont (Spindle Top) field on the same basis as prevails in the Northern fields. Oil stored during the middle of any month will not be burdened with storage charges until after the last day of the subsequent month. The proposition will not apply to the Sour Lake oil field. The Sour Lake oil field has recently come into considerable prominence since the Roche well No. 3 spouted oil for more than fifty hours before it choked down, and as there are several other wells being drilled within the vicinity of the Roche No. 3 that have shown fine indications of oil and gas, it is thought that the Guffey Petroleum Co. does not care to agree to handle the output of the Sour Lake wells until it is sure its equipment is equal to any emergency that may arise.

There are only one or two companies on the Spindle Top oil field that are employing air as a means of getting oil out of wells. Many of the well owners are now placing steam heads and standard rigs over their wells, and some are using jack pumps. The oil supply has diminished rather sharply in the past two months, but the price has advanced and has made the business far more profitable to the producer than when there was a superabundance of oil and a shallow market to supply.

Contractors and architects announce that there is more building contemplated at present than there was at this time last year, but the unsettled weather conditions have caused a suspension of all outdoor work that can be abandoned; consequently there is less building going on in Beaumont today than for some time.

Oil in tanks commands from forty-eight to fifty-one cents, and has hovered very closely around these figures the past three weeks. It is not thought that the price will get any cheaper unless a gusher of great volume comes in at Sour Lake.

The Southern Pacific Railway Co. has closed the deal for the Saratoga oil field, and the papers have been transferred. There are several tracts of land in the Saratoga field, and the Southern Pacific paid \$320,000 for the field. The company, it is understood, will go right to work developing the field. This company is also drilling three wells in the Welsh (La.) field at present.

T. J. STEVENS.

Mr. Alfred Chasseaud of the St. James Building, New York city, has been appointed United States commissioner to the International Engineering, Hardware, Machinery and Allied Trades Exposition, which is to be held at the Crystal Palace, London, during the months of March, April and May next. Consul-General H. Clay Evans of London has sent to the State Department a communication asking that the attention of the American manufacturers be called to this opportunity to introduce their goods and to strengthen their connections with the various markets of the world.

H. E. Gibbons of Hamlet, N. C., writes to the Manufacturers' Record that the North Carolina legislature will be asked to authorize Richmond county to issue \$75,000 worth of bonds for making and maintaining good roads.

The sales in the Joplin (Mo.) district in the week ended January 24 were 9,702,800 pounds of zinc ore and 1,055,450 pounds of lead ore, valued in all at \$180,950.

ALL WELL AT BIRMINGHAM.

Furnacemen Satisfied With the Price Prospects.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., January 26.

Inquiries for iron of all grades to be delivered during the last half of the year are coming in, and while it cannot be said that the buying for that portion of the year has opened up with any great rush, still some sales of good proportions have been made, all indicating that there will soon be as much as the furnaces can take care of. The furnacemen are not worrying about the situation, and do not in the least fear that prices will slump off from the high figure now maintained. On the other hand, they all say that there will be premiums on the rates now on the sales boards.

There are in this district some of the most careful scrutinizers of the market in the iron-making section of the nation, and it is seldom they become altogether fooled on the market. These have put their heads together and taken a long look ahead. Every consumer of iron within the radius of the trade has been taken into consideration, and what he will want and be obliged to have has been estimated. Over against this has been placed the probable output, taking the country as a whole, and the conclusion has been reached that all is decidedly well in the iron-making world. It is shown by these calculations that there will be demand from the consumers for every pound of iron that can be made during the whole year with every furnace possible going.

There was a sale of a small lot of No. 2 last week for \$18, it is said, but it is not given any concern, because the furnace selling it is known to be one that operates entirely independent of the others in the district. A well-known ironmaster says that this interest does business as surely without regard to others in the same line as if they did not exist. This sale does not in the least indicate weakness, and is credited to the peculiarities of the maker. He might just as well have had \$20 as \$18; nobody knows why he sold it for less.

A peculiar condition exists in the local iron market. No. 1 is held nominally at \$21 to \$22, with the next lower grade, which is the basis in all price-making, at \$1 less. The sales ahead are made, however, largely of No. 2 iron, and little provision made to dispose of No. 1, as there is not a great deal made. In winter, though, the furnaces run easy sometimes, and make a lot of this grade. This has been the case lately, and there is a large amount of first-grade foundry being turned out. The result is that first grade can be bought about as cheaply as second; in fact, there is some talk to the effect that where rush orders for No. 2 are called for No. 1 is sent to fill them if the customer so desires. It is not known for a certainty that this is a fact, but it is certain that more than one dealer told me that he would not be surprised if such was the case.

There has been a revival in the demand for gray forge and No. 4 in the past few days, but not from the rolling mills, it is said. Other interests than rolling mills are said to be asking about some gray forge, and as they have contracts made with a larger margin than the rolling mills, it is said they can pay more money for it. Where the rolling-mill men say they cannot pay more than \$14 and come out, these may give \$17, or even \$17.50, and still be on the safe side. It has had a good effect in holding this grade at a figure in proportion to the others. No. 2 is the banner grade for sales, however, and is hard to find at any of the furnaces. It is also interesting to note that there is no

disposition to get below the minimum recently set; in fact, if anybody has been down to it in some time, history recordeth it not.

The bar-iron situation is satisfactory, though there are one or two rolling-mill products that are a little bit off. As a general thing the outlook is good, and at the meeting of the Southern Bar Iron Association, to be held next month in New Orleans, there will be, local men all believe, an increase of \$1 all along the line. The pipe works are rushed to death, and are selling everything that can be gotten out. The difficulty encountered some time ago by the pipe men to get iron has to a large extent been abrogated, I hear, and as a consequence everything is moving along in good shape.

A strong feature of the local industrial situation is the great rush of work at the foundries and machine shops. Everyone in the city is rushed to its best work to keep somewhere in sight of orders. The most of the heavy work is for the new furnaces going up over the State, which need just this class of material.

Coal is still at the "center of the stage," and keeping many of the manufacturing company heads guessing. Steam coal is a nightmare that not a few grapple with constantly. It is hard to get, and when gotten it is hard to find cars with which to move it. The car situation has not grown as satisfactory as all had hoped, especially in the coal transportation sections.

Coke is getting more plentiful. It is selling at \$6 to \$6.50 at the mines, and while scarce, as a whole is not so much so as a few weeks ago. It is believed that within sixty days the district will be making about what it needs in coke.

The reports made at the recent meeting of the Bessemer Land & Improvement Co. showed in eloquent way what can be done in coal-mining under the present conditions. President Badham reported that the output for 1902 of the mines at Bellelenn was 577,725 tons, as compared to 516,995 the year before. During the last eight months of the year the earnings were \$128,003, and all this from the mines save \$21,750 on real-estate sales. The mines at Bellelenn are being worked out, save the new No. 5, which will be ready to hoist coal in a few days, and will be yielding a daily output by October 1 of 500 tons. All the old officers of the company were re-elected, including President H. L. Badham.

The furnace of the Georgia Iron Co. at Rising Fawn, Ga., is being placed in first-class shape, and will be ready for service in about three or four weeks. The Valley Iron Co. that was, now the Look-out Iron Co., has just completed 200 houses for employees at its new place near Valley Head, and is doing well on the 3000-foot incline to reach the coal mines. Three hundred coke ovens are under way. Superintendent Dowling is considering the plans for the furnaces, which will be erected with the coming of the spring.

The second ring of the jacket of the furnace which the Alabama Steel & Wire Co. is building at Gadsden has been put on. The owners have asserted that the stack will be ready for the torch sooner than any other ever built in Alabama. An electric-lighting system has been put in, and as fast as the work advances up towards the top of the stack the lights are moved along. Heavy ditches have been cut to carry off the water, and shelter fixed so that there will be no stop in case of rain.

The Woodstock Iron Co. has begun work under the new general manager, Paul J. Murphy. Mr. Murphy comes from Chattanooga. When Col. J. W. Woolfolk took charge some months ago the com-

pany had not a single iron-ore mine going, and with a limited supply of coke and coal. It had one furnace ready to work with a capacity of 170 tons a day. The plant now has two big 300-ton furnaces, a monthly output of 18,000 tons of iron ore and 8000 acres of fine coal-bearing lands, with the most modern equipment. This is told to show the development of the enterprise in twenty months.

The charcoal furnace recently started at Gadsden has had trouble in keeping a supply of ore. To avoid this in future extensive mines have been opened at Cobb City, where the company owns mines.

The Muscadine Mining Co. at Anniston will build a road from there to reach mines at White Plains. A \$200,000 plant for washing ore has just been completed at Anniston.

The Austin-Bryan Manufacturing Co. will make extensive improvements in the plow plant recently bought at Ensley. The business was purchased by stockholders of the Empire Plow Co. of Cleveland, Ohio, but will still be called the Austin-Bryan Company. Two cars of modern plow-making machinery has been ordered and will soon be in, and a new shop 100x117 feet is being built. Plows will be made for the Southern trade. H. W. L.

IMPROVEMENT AT VICKSBURG.

Marked Advance in Commercial and Transportation Interests.

(Special to the Manufacturers' Record.)
Vicksburg, Miss., January 26.

Vicksburg, situated half-way between Memphis and New Orleans, in the center of the rich Mississippi delta, has now a population of about 20,000. It has shown marked development during 1902, its commercial field having been broadened and transportation facilities increased. The receipts of cotton and cottonseed the last year were the largest in the history of the city, and the records of the Car-Service Association show a large increase in the inbound and outbound traffic. The Yazoo canal was completed on January 1, 1903, by the United States government at a cost of \$1,750,000, the work having been under construction for the past two years. By it the Yazoo river is diverted so as to make it flow immediately in front of the city and empty into the Mississippi river at the city's southwestern limits, affording deep-water navigation to the city front at all stages of the river and opening up a wealthy agricultural and timber section traversed by 800 miles of navigable streams. Work on the National Cemetery Park, which embraces 1200 acres, has gone forward, about eight miles of splendid roadways having been built. The fortifications and other landmarks are being rapidly restored, and the States whose troops were engaged in the siege are already arranging for the dedication of monuments. The work when completed will cost from \$3,000,000 to \$5,000,000.

One of the largest hardwood saw-mills in the United States has been erected here in the past twelve months and is now in operation. Vicksburg's banks show handsome increases in their capital, surplus and deposits. The Vicksburg market has maintained its position as the leading market in the United States for fancy grades of long-staple cottons, which command a premium over all other sections of the cotton belt. Fuel oil, shipped by water directly to Vicksburg, is being successfully used by a number of the largest local manufacturing plants, thus creating a healthy competition in the cost of fuel. Many new dwellings have been built during the past year, and more are under construction now than ever before in the city's history. There has been great enhancement in value of the farm-

ing lands through all the territory tributary to Vicksburg, and values of all real estate have more than doubled within the past three years.

The surveys, estimates of building and right of way of the Vicksburg & Gulfport Railroad, the Vicksburg & Birmingham Railroad, the Vicksburg & Yazoo City Railroad have all been made and rights of way donated. Satisfactory negotiations with the Gould line of railroad now building through the rich sections of Louisiana to extend a branch to this city and the closing deals with several industrial enterprises all indicate for the year 1903 a prosperity for this city that can hardly be computed, but will certainly be realized.

W. L. TROWBRIDGE,
Mayor of Vicksburg.

Opportunities at Galveston.

The Galveston (Texas) Chamber of Commerce has issued a folder, "Facts About Greater Galveston," setting forth succinctly information about the city in proof of its advantages to the exporter and importer, to the manufacturer, the jobber and the retailer. The folder says that the city offers special advantages for the following establishments:

Bag factory, bagging mill, beach hotel, broom factory, canning factories, clothing manufacturers, coffee importing house, cooperage factory, cracker factory, wholesale drug house, wholesale dry goods houses, electrical supply house, fertilizer plant, furniture factory, glass factory, hat and cap factory, hardware factories, hardwood lumber mill, importing houses, machinery supply houses, matting importing house, mattress and spring-bed manufacturing, molasses and glucose refinery, wholesale notion house, packing-house, paper-box factory, cottonseed-oil mill and refinery, rope and twine mill, sugar refinery, sail and tent-cloth factory, shell-button factory, shirt factory, soap factory, stave milling and exporting, syrup refinery and tobacco and snuff factory.

Mr. J. H. Johnston is secretary of the Galveston Chamber of Commerce.

Bright Conditions to Continue.

Alfred D. Warner, vice-president of the Charles Warner Company of Wilmington, Del., writes to the Manufacturers' Record as follows:

"We look upon the prospects for business during 1903 as the equal, if not better than our experience during 1902, the best business year we have ever had. We see nothing to change the present indications on the different lines of our business except the general coal situation, which is paralyzing to consumers, both of anthracite and bituminous coal. The five months' strike in the anthracite district, with its gap of 20,000,000 tons to be filled, has created a condition in this country that it is very difficult to foresee an ending to, and we cannot estimate that there will be any material betterment for five or six months to come. The soft-coal business of the country is now running on a very high plane of prices, mainly speculative, on account of the enormous demand, but, notwithstanding, a serious cause for alarm when we view the interests of the large consumers. We feel that the present general conditions will continue for two or three years at least, and our confidence in this respect is inspired by the large amount of public work in view, mainly railroad construction, contracts for which have already been given out, and which will cover a period of two or three years before completion. While we see danger signs in the large capitalization incident to many of our large industries, we view with some satisfaction the organized aggregation of capital to support them, and to some extent at least

we feel this latter will be a safeguard in the future which we have not enjoyed in the past, and that it will prevent many minor panics with which we have been afflicted in the past."

THE EIGHT-HOUR BILL.

One Means to Reduce Opportunities to Make a Living.

Regarding the proposed eight-hour bill now before Congress Mr. C. O. Bartlett of the C. O. Bartlett & Snow Co., Cleveland, Ohio, writes to the Manufacturers' Record as follows:

"We feel sure that we voice the sentiments of ninety-nine hundredths of all the manufacturers in the United States when we say that it is the biggest piece of nonsense that we ever heard of. To run the manufacturing plants in the United States on an eight-hour basis would simply mean a loss instead of a gain, and no manufacturing plant is going to run any great length of time and lose. They will simply quit the business. The average dividends paid by manufacturing concerns are less than 8 per cent., and to make a change from ten hours to eight hours would simply mean ruination, nothing more nor less, and that is all there is to it.

"There is no successful physician, a successful lawyer or manufacturer or editor or farmer in the United States but what has to work more than eight hours a day on an average. The most successful, pushing business men of today are working nearly ten and twelve hours a day. The young man who wishes to get along in the world frequently averages twelve hours a day. It must necessarily be this way. Life is too short.

"It seems very strange to us that labor unions are trying to force an eight-hour working day upon the manufacturers of the United States. They will be the ones to suffer. The best friend the laboring man has today in the world is the manufacturer, and yet it is a fact that the unions are trying to knife these best friends all the time, and instead of good and friendly feelings between the two, it is getting to be antagonistic. For the last few years the tendency has been upwards, but the height will soon be here, and we must necessarily go back, and when that time comes, then look out for breakers."

For White Labor.

Mr. C. M. Bruce of Clarkton P. O., Halifax county, Virginia, writes to the Manufacturers' Record regarding the recent article, "The President and the Negro," as follows:

"While the negro is being appointed to collectorships, etc., to his own disadvantage and to that of the Southern whites, he is rapidly losing ground in the country districts of this section of Virginia. It is because the negro has retrograded, and the white man has resolved to depend on his labor no longer. There were 500 negroes on the Staunton Hill farm when the Civil War ended. There are now practically no negroes on the farm except a few house servants. White labor has been entirely substituted for negro labor. There are now about 250 white people on the farm. They raised a corn crop last year, besides a large tobacco crop of 7000 barrels. Next year they will plant the same corn crop and 1,300,000 hills of tobacco. It is strictly a white community, which has learned to hustle for itself. They wish the negro nothing but happiness and prosperity, but at the same time they find they can do better without him, and encourage him the best they can for his own interest and for their own to settle in the Northern States, where wages are higher and money more plentiful."

FOR GOOD ROADS.

The National and International Good Roads Convention will be held in St. Louis April 27 to May 2, 1903. The question for improving the common highways throughout the States of the Union has received greater attention during the past year than ever before in the history of the subject. The National Good Roads Association and the office of public-road inquiries under the Department of Agriculture of the government, co-operating with several great railway systems, road-machine manufacturers and the local interests in the States, have aroused a widespread and vigorous interest in behalf of this necessary and practical public improvement.

When we contemplate the deplorable condition of the public roads of the United States and consider that more than 90 per cent. of the area is destitute of improved roads, burdened with the primitive and wasteful method of road-making and maintenance by working out road taxes by day labor, blockaded by mud in winter and insufferable dust in summer, together with the incalculable losses in the slavish and expensive means of transportation and the impediment to social and commercial progress, we feel that too much cannot be done to stir the activities of the people for the betterment of the public roads. To secure this, persistent agitation of and education upon the subject must be continued until an active and enlightened public sentiment is created which will demand this necessary improvement. This has been the guiding purpose in the efforts of the National Good Roads Association, and the great convention planned for St. Louis is to be for the broadening of the interests on this subject and the initiative for a greater demonstration during the World's Fair of 1904.

It is confidently believed that the coming convention will be most potent in its influence in this direction.

Settlers for the Southwest.

The new representative of the Santa Fe in Sweden reports to Chicago headquarters that there will be a heavy immigration from Sweden, Norway and Denmark next spring and summer to the great Southwest. The hard times in the north of Europe and the good times in our own country will influence thousands of hardy Swedes, Norwegians and Danes to cross the ocean and get a new home under Uncle Sam's flag. For the fiscal year ending June 30, 1902, 54,000 settlers came to our shores from these three countries.

A project is also on foot to locate a thousand Afriander families from the Transvaal in Texas, New Mexico or Colorado. A committee of four Boers has looked over the ground for this last trek of the sturdy conquerors of the African wilderness. General Samuel Pearson, late quartermaster-general of the South African Republic, represents the movement in America. A million acres will be bought at first, and if colonized successfully it is thought that this exodus will be the forerunner of a heavy immigration from South Africa to the United States. The first thousand families will consist of the so-called Progressives, who are accustomed to high-class farming and grazing, being educated, intelligent men and women. The plan is to divide the land holdings into a thousand farms.

The movement of Eastern farmers to the Southwest still continues. A large colony of Dunkards from central Illinois expects to locate in the Arkansas valley of Eastern Colorado, where they will raise sugar-beets and fruit. There is also a heavy demand by individual settlers for cattle ranches in Western Kansas and Western Oklahoma. A large colony of

Dunkards and Quakers is negotiating for a tract of land in the San Joaquin valley, California, along the Santa Fe.

Literary Notes.

The Lords Baltimore and the Maryland Palatinate. By Clayton Colman Hall, LL.B., A.M. Publisher, John Murphy Company, Baltimore.

This volume contains the six lectures upon Maryland colonial history delivered at the Johns Hopkins University under the auspices of the Maryland Society of the Colonial Dames of Maryland. It is one of the many volumes published during the past hundred years valuable principally as indications of their respective authors' attitudes toward what is known among historical students as the Calvert cult. Most of the writers in this interesting field, which has still to produce a history of Maryland, have been extremists either for or against the Calverts, or rather for or against Cecilus Calvert, second Lord Baltimore. At first, and until the last twenty or twenty-five years, they wrote in ignorance of a vast amount of material relating to Maryland history, and iteration and repetition of errors have so influenced later writers that the majority of them have easily fallen into the habit of using newly-discovered material, not for the purpose of laying the foundation for a history of Maryland, but as bulwarks of the particular side of the controversy which they would promote. Mr. Hall, in his lectures, seems inclined in one place to take a position of compromise, for he writes that the earlier Barons of Baltimore, whose origin, to him, as well as others, are rather hazy, were distinguished both for ability and elevation of character, and he characterizes the notorious careers of the later Barons as a "distinct degeneration of the line," and seeks to date it from the infusion into the Calvert stock of the royal blood of the disreputable Stuarts, the patrons and friends of the Calverts. If he had dwelt upon two dominant traits of the earlier Barons, thrift and finesse—to use charitable words, and without reflecting upon their undoubted ability—instead of merely mentioning thrift or attempting to apologize for it, he might have come to the conclusion, as others have done, that the royal blood, unless it was royal blood infused at an earlier and more obscure period in the family history, was not entirely responsible for the degeneration, but that that sad fact was, perhaps, more properly a case of breeding back, but upon somewhat different lines. That Mr. Hall holds the view of the earlier Barons revealed in these lectures is readily comprehended in the light of his statement that "historians of the highest rank who have studied the acts and character of Cecilus have expressed their conclusions invariably in terms of praise," and of the subsequent fact that of the authorities on this point mentioned by Mr. Hall, but one can be said to have been equipped to write history, and he was a historical lecturer dealing with what he thought authoritative material, rather than a historian, and consequently was misled, as Mr. Hall seems to have been, by some of his Maryland authorities. The judicial spirit was not very strong with Mr. Hall in his treatment of the crucial period in Maryland history at the time of the English Revolution, nor has he apparently availed himself in that connection of easily accessible facts. So Mr. Hall's book must be read cautiously, in spite of its undoubted interest.

The Pit. A story of Chicago. By Frank Norris. Publishers, Doubleday, Page & Co., New York city.

Two grand passions dominate the lives of millions of humans. In both the reason

and judgment are practically nil. One is gambling, the other is love, and, after all, love is a species of gambling. When the two passions combat each other there are likely to be all sorts of dramatic situations and a heap of trouble on both sides. Such a combat is recorded in this volume, which is one of the trilogy of the Epic of Wheat, planned by Frank Norris. The first of the trilogy was "The Octopus," a story of California dealing with the raising of wheat by wholesale and the clash between the growers and a great transportation interest, and the third was to be called "The Wolf," a story of Europe. The trilogy was intended to trace the story of the wheat crop from its sowing in the distant West to its consumption as bread in a European village. "The Pit" pictures the effort of man to interfere with natural law in the distribution of wheat and the natural consequences of that attempt. Curtis Jadwin is the great Bull married to Laura Dearborn. He becomes immersed in speculation, even after he had more money than he could spend, while his wife is on the verge several times, in her reaction from his unwitting neglect of her, of becoming immersed in a scandal with Sheldon Corthell, an artist. A minor love strain is sounded in the relations of Laundry Court and Page Dearborn, the younger and admonishing sister of Laura, while Samuel Gretry, Jadwin's broker, furnishes some of the thrills toward the close of the story, and Charles Gressler, Jadwin's friend, the main tragedy, after being routed as a member of the bear clique. It is a stronger story than "The Octopus," full of human nature and presenting in seductive style the intricacies of the biggest gambling and the worst form of gambling—gambling in human necessities. Curtis Jadwin was drawn into the wheat pit almost without knowing it, but after he was there he had no escape until the collapse. In the same way the reader is drawn into "The Pit." Curtis Jadwin contended vigorously at the height of his game that he had not cornered wheat, but that wheat had cornered him. So the reader does not absorb "The Pit," but "The Pit" absorbs him.

The fifth in the valuable series of publications by the University of Texas Mineral Survey has just been issued under the direction of Prof. William B. Phillips. It is entitled "The Minerals and Mineral Localities of Texas," and has been prepared with a view to its practical utility by Dr. Frederic W. Simonds, professor of geology in the University of Texas. There has not been made before, as far as is known, any attempt to list in complete form the mineral species occurring in Texas. But some preliminary work has already been done, and upon that Dr. Simonds has drawn. In comparing the list he has arranged it alphabetically for the use of the student, the prospector and the citizen, and following the list there is given a summary of the minerals of the State by counties, and in addition a study by Dr. Phillips of the commercial aspects of certain ores in Trans-Pecos, Texas.

A convention of cane-growers from Louisiana, Mississippi, Alabama, Georgia, Florida and South Carolina will be held at Macon, Ga., on April 29 and 30 and May 1. Among the speakers will be Secretary Wilson and Dr. H. W. Wiley of the Department of Agriculture, Dr. W. C. Stubbs of the Louisiana sugar experiment station and Professor Stockbridge of Florida.

The Board of Trade of Columbus, Ga., has elected Messrs. William L. Lott, president; Frank G. Lumpkin, vice-president, and John C. Coart, secretary and treasurer.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

ELECTRIC RAILWAY PLAN.

Water-Works and Lighting Plants Also to Be Operated.

Mr. S. S. Bush writes from Louisville, Ky., to the Manufacturers' Record as follows:

"A syndicate of Louisville men composed of Messrs. Attila Cox, John Helm, S. A. Culbertson, Harry Weissinger, Geo. Gaubert, J. W. Gaubert, Chas. T. Ballard, J. Ross Todd, J. D. Stewart and Oscar Fenley have acquired by purchase the electric-light and water-works plant in the city of Scranton, Miss. They have also bought and taken possession of the Moss Point & Pascagoula Railroad, operating between Pascagoula, Miss., through Scranton, Miss., to Moss Point, Miss., now a steam road. They have secured franchises for operating an electric railway and for electric-light service for the towns of Pascagoula, Scranton, East Side, Moss Point and Escatawpa, Miss., and water-works franchises for the towns of Scranton and Moss Point, Miss.

"We will," continues Mr. Bush, "at once enter on the work of building a new power station in Scranton, Miss., of 700 horse-power, also the operating by a new route of an electric railway for handling both passenger and freight business between Pascagoula and Moss Point, Miss., a distance of ten miles, and we will furnish from the central station electric light to Pascagoula, Scranton, East Side, Moss Point and Escatawpa, Miss.

"We will continue to operate the present water-works plant at Scranton and make some extensions there, and install a new water-works plant at Moss Point. In connection with the central power station we will install an ice-manufacturing plant of twenty-five tons per day capacity, and will deliver this ice on the railroad to the five towns mentioned and to several other towns nearby on the Louisville & Nashville Railroad, which railroad it intersects at Scranton.

"The organization of the company will not be finally effected for several weeks on account of the delay necessary to conform to Mississippi laws, under which State's laws the charter will be obtained.

"The name of the company will probably be the Pascagoula & Northern Railway & Power Co. The business of the company will be conducted under the supervision of the Columbia Trust Co. of Louisville, Ky., of which Mr. Attila Cox is president, and Mr. Cox will probably be president of the new corporation. S. S. Bush will be in charge of the rehabilitation, extension and putting in operation of the new work, and in this position will be an assistant to Mr. Cox.

"The engineering features of the enterprise are in the hands of Mr. A. B. Sanders, C. E., now located for this purpose at Scranton, Miss., and construction, machinery and material matters will pass through his hands. The company anticipates getting its various plants in operation about May 1."

In the Birmingham District.

Advices from Birmingham, Ala., report that eighty miles of railroad track were laid in the Birmingham district during 1902. The Louisville & Nashville Railroad, it is stated, made no less than twenty miles of side-track extensions and other tracks; the Frisco put down about twenty miles, including the Empire branch in Walker county; the Southern Railway built eighteen miles, and the Alabama Great Southern and Central of

Georgia, with the Birmingham Southern, laid five miles of track. The Ensley Southern also built considerable line.

CONGESTION OF TRAFFIC.

Pennsylvania's Loan to Relieve It—A. E. Stilwell's Pointed Comments on the Situation.

Concerning the \$35,000,000 loan negotiated in New York by the Pennsylvania Railroad, First Vice-President John P. Green has issued a statement, according to advices from Philadelphia, saying that the loan is temporary, pending an increase in the capital stock of the company, and is for temporarily financing construction work east and west of Pittsburgh to relieve the congestion of traffic upon the company's lines. Among the important pieces of work which the company will have to take up during the year are the reconstruction of its line in Washington, D. C., and the construction of a union station at that point. The loan negotiated is reported to have been secured at 4½ per cent. flat, and it is stated in a dispatch from New York that about a dozen banks and other corporations, including several of the principal insurance companies, are interested in the transaction.

Upon the congestion of railway traffic, which appears to be about as bad in the West as it is in the East, President Arthur E. Stilwell of the Kansas City, Mexico & Orient Railway is quoted in an interview at Kansas City as saying:

"The principal cause of the congestion of freight cars and the inability of the railroads to care for the enormous traffic is to be charged to the fact that the railroads are like the rest of us. None of us take into active consideration the fact that this country is increasing in population from 125,000 to 150,000 people every thirty days. Nevertheless that is true. If the population of Holland should announce that it was coming over in a body to the United States to live, the country would instantly be in a bustle to provide homes, build railroads and erect business houses to accommodate the increased population. And yet at the rate the population is increasing the country is gaining every three years a population equivalent to the entire number of people now living in Holland. We don't prepare for their coming, because we don't realize how fast the country is growing. If the railroads gave the same thought to preparing for this season of prosperity that they devoted to getting ready for the World's Fair in St. Louis, there would be no congestion of freight cars. There would be increased car equipment and sufficient motive power to move every train."

The Kansas City Star, in which the interview appeared, also says: "Nearly every railroad entering Kansas City is handicapped by the lack of equipment and motive power to handle the enormous traffic. It would not be surprising if other lines would follow the example of the Burlington Railroad and refuse to receive freight shipments destined for other lines."

'Frisco May Buy a Charter.

Advices from Memphis report that negotiations are in progress between the St. Louis & San Francisco Railroad and representatives of the proposed Memphis, Arkansas & Texas Railroad for the purchase of the latter's charter, rights of way, deeds, maps, etc., to be used in the extension of the 'Frisco to New Orleans. The matter is now, it is reported, under consideration by President Yoakum of the 'Frisco.

The Memphis, Arkansas & Texas Railroad has been incorporated about fifteen years to build a line from West Memphis through Marianna, Ark., southwesterly

to the Louisiana line, the object being to reach Shreveport, La. Among those interested in the plan are Judge H. P. Rodgers of Marianna, who is president; Henry Duffin and George H. Gillham, who is secretary. The late George Arnold was prominent in the enterprise, and his estate is interested in the road. That part of the line between Memphis and Marianna will, it is understood, be most likely to be used by the 'Frisco if the deal is concluded.

A NEW SUPERINTENDENT.

Tennessee Northern Reported Will Be Extended.

A report from La Follette, Tenn., says that President John E. Searles of the Tennessee Northern Railway has appointed Mr. C. L. Ewing of the Southern to be superintendent of the line. It is understood that this report is true, but the report that the road has been sold is denied, the Tennessee Northern remaining absolutely independent. Mr. Searles, who is also of the La Follette Coal, Iron & Railway Co., says that the new arrangement has increased the company's facilities, and will be a great advantage to it.

It is reported that an extension will be built to the Tennessee Northern about thirty miles to connect with the Clear Fork branch, which is already graded for ten miles, and will then run into the Kentucky coal fields. The Tennessee Northern Railway is twenty-five miles long, the main line running from La Follette ten miles to La Follette Junction, on the Southern Railway.

Fort Smith Suburban.

The purchase of nine blocks of land by the Fort Smith Suburban Railway Co. at Fort Smith, Ark., is reported. State Senator George Sengel is president of the company, and the land purchased is for terminals, depot and shops. The line is to be an electric road to belt the city, and it is designed to connect Fort Smith with surrounding towns for twenty and thirty miles distant. Passengers and freight are to be transported, and a mail service is also to be conducted. New York and St. Louis capitalists are reported to be interested in the enterprise, the capitalization of which is \$2,000,000.

Senator Sengel is quoted as saying that the company has bought about \$150,000 worth of terminals in Fort Smith and six miles of right of way outside of the city. The ultimate purpose of the purchasers is to connect all the coal towns of Sebastian county with Fort Smith. Ex-Governor Fishback is vice-president of the company; S. A. Williams is secretary, and Ed Sengel treasurer.

'Frisco Magazine.

The 'Frisco System Magazine for January opens with an article entitled "The New South," by J. C. McManima, who also furnishes another very instructive and enlightening contribution describing "The Creek Nation." Another article is about Tontitown. It is written by Helena Hardnett Mitchell, and describes a thriving Italian settlement in Benton county, Arkansas. "Lumber Along the 'Frisco System" is a sketch which abounds in information about the regions penetrated by the lines. The 'Frisco Magazine is issued by the passenger department of the St. Louis & San Francisco Railroad at St. Louis, Mo.

Vicksburg & Gulfport.

The Vicksburg & Gulfport Railroad, which has just been incorporated in Mississippi, proposes, according to a dispatch from Jackson, to build southeast from Vicksburg to Gulfport, going through

Warren, Hinds, Lincoln, Copiah, Lawrence, Pike, Marion, Pearl River, Hancock and Harrison counties. The incorporators are B. W. Griffith, C. J. Searles, Edward S. Butts, W. N. Moore, Lee Richardson, J. B. Cowan and R. V. Booth. The line will be about 200 miles long.

Gould System Rumors.

A security-holding company with a capitalization of \$300,000,000 is reported to be in process of formation for the purpose of controlling the various Eastern lines of the Gould system, such as the Wabash Railroad, the Wheeling & Lake Erie, the Pittsburgh, Carnegie & Western, the West Virginia Central and the Western Maryland. Advices from New York state that Mr. Gould declines to discuss the matter.

Another report concerning the Gould system is that the El Paso & Southwestern Railroad will be acquired by Mr. Gould and his associates. Negotiations are said to be in progress for the line, which is nearly 400 miles long, from El Paso, Texas, to Benson, Ariz., with branches to Deming, N. M., and Nacozari, Mexico.

The Lorama Railway.

Mr. M. K. Duty writes from Pennsboro, W. Va., to the Manufacturers' Record that the proposed Lorama Railway will open new coal fields, touch two oil fields and pass through large tracts of timber. He says that the road will be fifty-five miles long, of standard gauge, and will run from Middlebourne via Centerville, Pennsboro, Harrisville, Pullman, Auburn and Cox's to Troy. It will go through Tyler, Ritchie and Gilmer counties.

Mr. Duty is president of the Pennsboro & Harrisville, Ritchie County, Railway, which has a line nine miles long from Pennsboro to Harrisville, W. Va., and connects at Pennsboro with the Baltimore & Ohio Railroad.

Omaha, Kansas & Texas.

It is reported from Houston, Texas, that a new railroad to be called the Omaha, Kansas & Texas will soon be incorporated by parties interested with C. C. Waller of Houston, who is president of the Velasco, Brazos & Northern and the Dallas & New Mexico road. It is understood that the line, if built, will probably run across Texas 200 miles from a point near Vernon southwest to near Brady. Associated with Mr. Waller are M. W. Whittemore of Chicago and others.

Atlantic & Western.

Advices from Sanford, N. C., report that the Atlantic & Western Railroad Co. has begun work on its proposed line there, and that the road will run west from Goldsboro via Sanford towards Charlotte, Concord or Salisbury. W. J. Edwards of Sanford is president of the company, but New Yorkers are also interested in the line, which, it is stated, will be independent.

May Extend to Texas.

According to a report from Chickasha, I. T., the Missouri, Kansas & Texas Railway proposes to extend its lines beyond Oklahoma City to Quanah, Texas. The company is now building to Oklahoma City.

Railroad Notes.

The 'Frisco system is reported to have finished rock-ballasting its line from St. Louis, Mo., as far as Pickwick, I. T.

The Chesapeake & Ohio Railway will, it is reported, build double track between Barboursville and Guyandotte, W. Va.

Mr. C. S. Churchill, engineer maintenance of way Norfolk & Western Rail-

way, has been appointed chief engineer of the same company.

Advices from Savannah state that the Savannah & Statesboro Railway has completed financial arrangements for building its proposed extension.

The Houston & Texas Central Railroad will lay 180 miles of 80-pound rails, making the main line from Houston to Denison, 388 miles, all of heavy steel.

The Chicago, Rock Island & Pacific Railway is reported as having ordered 225 locomotives, the total cost of which will be about \$4,000,000. The engines will be divided between the freight and passenger service of the system.

Mr. B. L. Winchell, vice-president and general manager of the St. Louis & San Francisco Railroad Co., writes the Manufacturers' Record from St. Louis that no plans for the improvement of the company's New Orleans properties have yet been decided.

The Pennsylvania Railroad will, it is reported, build a line from Enon, west of Pittsburgh, sixty miles east to connect with the Allegheny Valley Railroad at Red Bank for the purpose of furnishing a low-grade freight route via Driftwood, Williamsport, Sunbury and Harrisburg, in order to avoid the congested track at Pittsburgh.

Mr. James Dun, chief engineer of the Atchison, Topeka & Santa Fe Railway, informs the Manufacturers' Record that the company has no intention of bridging the Arkansas river at Tulsa, I. T., but that it is building two bridges over that stream, one at Kaw, Okla., and another at Ralston, Okla. The work is being done by the company's forces.

Mr. Bird M. Robinson, president of the Knoxville & Bristol Railway and the Harriman & Northeastern Railroad, writes from New York to the Manufacturers' Record saying that he is preparing to make a two-mile extension of the Paint Rock road, a private property, for the purpose of developing some additional coal mines. The line is in Tennessee.

According to the St. Louis Republic the railways entering St. Louis have planned to spend about \$85,000,000 there for terminal improvements. The plans include a third bridge across the Mississippi, an improvement of the Union Station, the completion of a belt line around the entire city and the building of an elevated road to Forest Park. At East St. Louis a gravity-yard has been established with fifteen tracks to facilitate making up freight trains.

Addition to Capacity.

I. B. Williams & Sons of Dover, N. H., in a letter to the Manufacturers' Record write as follows:

"The increase in the business of our firm has necessitated large additions to our manufacturing capacity. These additions, being of a permanent nature, would not have been made had we not been confident that the future outlook for business was good. We consider the numerous reports received from every section of the country of the erection of new factories and large additions to established plants as indicative of a feeling of certainty on the part of manufacturers that the prosperous conditions are in no immediate danger of relapse."

Mr. Leonard Krower, in a letter to the New Orleans Progressive Union, tells of his own experience in extending trade through the spreading of the fame of the city by the Union, and advises every Southern manufacturer to join the National Association of Manufacturers, which will hold its annual meeting at New Orleans next April.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Union Cotton Mills' Enlargement.

The Manufacturers' Record of December 18 announced the decision of the Union Cotton Mills of Lafayette, Ga., to expend about \$200,000 for adding 9500 spindles and 288 looms and making other improvements. All the arrangements have now been completed, and the work will be pushed to an early completion. Contract for the textile machinery has been awarded to the Saco & Pettee Machine Shops of Newton Upper Falls, Mass., and order was placed this week for the steam power plant. This latter will consist of a 600-horse-power cross-compound condensing engine and a battery of four boilers of 150 horse-power each to carry 150 pounds pressure. Contract for the 200-foot extension to present mill building will be awarded as soon as plans and specifications by the mill engineer, J. E. Sirrine of Greenville, S. C., have been completed. About seventy-five tenement-houses and other structures will also be contracted for. Four-yard sheetings, fine drills and toweling, the present Union product, will be manufactured in the addition, and about 200 additional operatives will be required.

To Add 5000 Spindles.

The annual meeting of the McComb City Cotton Mills at McComb City, Miss., was held last week. After hearing the report of last year's business, which was found entirely satisfactory to the stockholders, it was decided to enlarge the plant. The capital stock will be increased \$100,000, the buildings will be extended and 5000 ring spindles, with 230 looms, will be installed. This will increase the equipment to 10,000 spindles and 450 looms. It is reported this enlargement will be completed by July.

The Cotton Movement.

In his report for January 23 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 145 days of the present season was 7,738,957 bales, an increase over the same period last year of 27,290 bales; the exports were 4,126,685 bales, a decrease of 151,193 bales; takings by Northern spinners 1,286,961 bales, a decrease of 28,744 bales; by Southern spinners 971,915 bales, an increase of 104,044 bales.

Proposed \$150,000 Knitting Mill.

The erection of a \$150,000 mill for manufacturing hosiery and underwear is contemplated by the Wiscasset Mills Co. of Albemarle, N. C. This company's stockholders will meet on February 3 to vote on a proposition to increase capital stock from \$300,000 to \$450,000 for this purpose. The present Wiscasset plant operates 20,000 spindles on the production of hosiery yarns, and the company evidently plans to work up that product into marketable material.

Textile Notes.

Messrs. E. R. Boswell and F. W. Woodham of Penfield, Ga., will establish a hosiery mill. It is stated the machinery has been purchased.

Park Woolen Mills of Rossville, Ga., proposes making extensive improvements and enlargements to its plant.

The Business League of Houston, Texas, is considering a proposition for the erection of a cotton factory in that city.

R. J. Fisher of Athens, Tenn., has purchased a brick building, to which he will remove the Athens Hosiery Mills. It is probable that new machinery will be installed.

It is proposed to install knitting machinery in the textile department of Clemson College at Clemson College, S. C. J. H. M. Beaty, director of department, can be addressed.

A \$100,000 cotton-mill company is being organized at Lafayette, Ga. The business men of the city are readily subscribing to the enterprise. No names of the promoters have been announced as yet.

Rome Hosiery Mills of Rome, Ga., reported last week, has filed its articles of incorporation. Capital is \$25,000, and plant will be built at once. Charles S. Pruden is heading the enterprise.

It is reported that the stockholders of the Alpine Manufacturing Co. of Morganton, N. C., have subscribed sufficient capital to build a cotton gingham mill. Locke Erwin is to be manager, it is stated.

Granite Falls (N. C.) Manufacturing Co. will purchase and install additional spinning machinery. It now has 5000 ring spindles and thirty cards. Contract for the new equipment has not been signed.

Wiscasset Mills Co. and Windmere Knitting Mills, both at Albemarle, N. C., have each declared a semi-annual dividend of 4 per cent. Eford Manufacturing Co. of Albemarle declared a semi-annual of 2 per cent.

Wm. C. Miller of Charleston, S. C., reported recently as having purchased 5000-spindle plant of Goldville (S. C.) Manufacturing Co. at public sale, acted in the interests of clients. No further information is ready for announcement.

W. H. Bigelow of Charlotte, N. C., has established a plant for manufacturing card clothing, reclothing, licker-ins and tops for cotton mills. He has erected a building and installed about \$15,000 worth of machinery for his purpose. Offices are at 12 West Fourth street.

A special dispatch from Raleigh, N. C., states there are 276 textile mills in that State, 216 being cotton mills, 14 woolen mills and 46 knitting mills. Their total equipment is given as 1,743,431 spindles, 38,501 looms and 3281 knitting machines, and their employes as numbering 46,569.

The report mentioned last week that the Eagle and Phenix Mills of Columbus, Ga., is to build an addition for rope manufacturing was premature. The company does intend some time in the future to erect such an addition, but is not contemplating making arrangements at present.

H. P. McGee of Greenville, S. C., proposes organizing the McGee Manufacturing Co. for the purpose of establishing a cotton-yarn mill. He names the capital stock as \$100,000, and expects to let contracts soon for the installation of an eight-sect equipment for manufacturing yarns from cotton-mill waste.

Plans are on foot for the erection of a large fine yarn mill at Columbus, Ga. It is contemplated to supply several local mills which are now buying yarns from mills in other parts of the State. Two local mills are said to buy in this way about 10,000 pounds of yarns each week, and this consumption alone would afford sufficient business for a good-sized yarn plant.

Kinston (N. C.) Cotton Mills has purchased plant of Quinn Manufacturing Co. at Petersburg, Va., and will operate it. Five thousand spindles and 150 looms are in position. The plant at Kinston manufactures knitting yarns, operating 10,000 ring spindles, and the Petersburg plant will produce three and four-ply carpet yarns.

E. Shields Hosiery Mills, reported last week as being equipped at Manchester, Va., has an equipment of forty-five knitting machines and complementary machines for manufacturing about 100 dozen fine-gauge lisle dropped-stitch hosiery and half-hose daily. E. Shields of Scotland Neck, N. C., is president, and G. A. Reichelt, manager, at Manchester.

It is reported that Northern capitalists have made a proposition to furnish \$40,000 for the erection of a cotton factory at Harrisburg, N. C., provided the local investors will furnish \$10,000. These terms have, it is stated, been complied with, and further details regarding the plant will probably be announced soon. Messrs. J. F. Alexander and J. F. Harris are probably interested in the enterprise.

Proximity Manufacturing Co., Greensboro, N. C., is now placing in position the 200 additional looms it was previously announced as to install. This company expects to make rapid progress this year with the erection of the White Oak Cotton Mill, its \$1,250,000 enlargement announced last June. As was stated previously, this addition will create a new mill town about a mile distant from the original establishment. There will be 60,000 spindles and 2000 looms in the "White Oak."

Messrs. A. M. Hatcher & Co., 500 Kiam Building, Houston, Texas, have made a proposition to establish a \$300,000 cotton mill at Bryan, Texas. They represent New York capitalists, who propose investing \$200,000 if Bryan investors will subscribe to \$100,000 of the stock of company to be organized. The business men of Bryan are now endeavoring to meet the terms of the proposition. Messrs. Hatcher & Co. and their principals will be remembered as having completed arrangements for a 10,000-spindle and 240-loom mill at Orange, Texas, details of which were announced in these columns on January 15.

Cottonseed-Oil Notes.

It is stated that Mr. Charles L. Worthan of Memphis, Tenn., is about to organize a company to erect a cottonseed-oil mill at El Dorado, Ark. The company will be capitalized at \$40,000, and the mill will be of forty tons daily capacity.

At Memphis, Tenn., last week two warehouses filled with cottonseed hulls at the mammoth plant of the Southern Cotton Oil Co., near the Kansas City Junction, were entirely destroyed by fire. The loss is roughly estimated at \$15,000, fully covered by insurance.

The details in regard to new oil-mill organization at Vicksburg, Miss., are, it is stated, about completed, and the company will at once make preparations to erect a plant. The new company has acquired a fine property some five miles below the city on the river bank.

The Progressive Cotton Oil Co. of Brookhaven, Miss., commenced operations last week. The capacity of the mill is eighty tons a day, and the company has accumulated a large stock of seed sufficient to keep its plant running day and night for several months.

The Clarendon Gin & Oil Mill Co. of Clarendon, Ark., was chartered last week, with a capital of \$40,000, all of which has been subscribed. The concern will operate a cotton gin and establish an oil mill

in connection. The officers are T. T. Pateman, president; J. D. Goldman, vice-president; S. Bucharoch, secretary, and H. B. Bateman, treasurer.

The Griffin Oil Co. of Griffin, Ga., turned on steam on the 22d and began to crush cottonseed. The plant occupies five acres, with 800 feet frontage on the Central Railroad and 577 feet of building frontage. The total cost of the plant is \$65,000, its capital \$50,000, and value of its products \$110,000 annually. The capacity of the mill is forty tons of seed a day.

The following are official quotations on cottonseed and cottonseed products, as posted at the Cotton Exchange in New Orleans on the 24th inst.: Prime refined oil in barrels, 39½ cents per gallon; off refined in barrels, 37½ cents per gallon; prime crude, loose, 35 cents per gallon; prime cottonseed cake, \$25.12½ to \$25.25 per ton of 2240 pounds; off prime cottonseed cake, nominal; prime cottonseed meal, \$25.50 per ton of 2240 pounds; off prime cottonseed meal, nominal; soap stock, \$1.15; linters, per pound, choice, 4 cents; A, 3½ cents; B, 3½ cents; C, 3½ cents; cottonseed in sacks delivered in New Orleans, \$15 per ton of 2240 pounds; in bulk delivered in New Orleans, \$14 per ton of 2000 pounds.

The following cottonseed quotations were current on the 24th inst. at the New Orleans Maritime and Merchants' Exchange, Ltd.: Prime cake, \$25.37½ per long ton ship's side; off cake, \$23 to \$24 per long ton ship's side, according to quality; prime meal, \$25.75 per long ton ship's side; off meal, \$23 to \$25 per long ton ship's side, according to quality; prime crude oil, 33½ cents per gallon loose f. o. b. mill; off crude oil, 28 to 31 cents per gallon loose f. o. b. mill, according to quality; prime refined oil, 39½ cents per gallon in barrels ship's side; off refined oil, 37 cents per gallon in barrels ship's side; soap stock, \$1.10 per 100 pounds, basis 50 per cent. fatty acid; linters—A, 3½ cents per pound f. o. b. mill flat; B, 3 cents per pound f. o. b. mill flat; C, 2½ cents per pound f. o. b. mill flat; low linters, 1½ to 2 cents per pound f. o. b. mill flat, according to quality.

Must Order Ahead of Needs.

Wm. F. Scott, vice-president and general manager the Fernholtz Brick Machinery Co., St. Louis, Mo., writes to the Manufacturers' Record as follows:

"The past year has been an unusually good one in our line. At the present time business is not specially flourishing; that is to say, orders have not been numerous in the past sixty days, but we attribute that principally to the fact that it is at the end of the year, and as we deal mostly with people who start new plants, they, as a rule, wait until after the first of the year. We feel that our neighbors in other lines seem to be having about all they can do. The people we purchase from generally delay us in deliveries unless we order considerably ahead of our needs. As to prospects for the coming year, we have never had at this time of year as many substantial inquiries as we have at present, and everything seems to tend to an unusually good business for 1903."

Mr. C. F. Z. Caracristi, well known as a petroleum expert, suggests the organization of an American petroleum institute for the promotion, free from influences of the professional exploiter, of the petroleum industry in all its branches, including its geology and chemistry, the drilling for oil, its distillation, and the utilization of petroleum products and by-products, and for the publication of reports and other papers tending to advance the industry, both scientifically and practically.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.**Baltimore.**

Office Manufacturers' Record,
Baltimore, Md., January 28.

The volume of business in lumber during the past week, both in a local way and out-of-town distribution, has been lighter than usual. The inclemency of the weather has restricted operations to some extent, and with light bay receipts of lumber the market has been quiet. There is, however, in a general way a steady demand for material, and prices are ruling steady to firm for most grades. North Carolina pine is showing indications of a good volume of business for February and March, and while receipts are somewhat irregular, prices are well maintained. Dry cypress is in good demand, with stocks light and prices firm, and the activity in building holds prices well up in the general list. White pine is steady, with a moderate demand. Poplar still occupies a prominent position, with the demand regular and values well maintained. In hardwoods the volume of business is gradually expanding, and the inquiry for oak, both plain and quarter-sawn, is improving and values hardening. Ash is in good request from wagon shops and other woodworking concerns. All hardwoods continue to show better distribution as the season advances. The foreign export trade in hardwoods is still quiet, with the outlook showing little improvement except in the decrease of stocks at European points.

Savannah.

[From our own Correspondent.]
Savannah, Ga., January 26.

The lumber market has been rather quiet in tone during the present month, but at the moment there is a decided improvement in sight. In lumber circles the impression prevails that during the next sixty or ninety days the volume of business in all avenues of the industry will show material improvement. According to the number of vessels chartered during the past fortnight and bound for this port, the chances are that exports will be very heavy. Exports of pitch-pine logs during this month have been much better. Most of the shipments are to Bremen, Hamburg and Rotterdam, and with direct steamship lines foreign exports in lumber and timber will gradually increase. The lumber trade is still awaiting action by the Ocean Steamship Co. on the question of a Boston boat for lumber. The exporters either want these facilities or they want berth room in the regular boat on the line. It is understood the matter is now before the steamship officials, and that action will probably be taken soon. Receipts of lumber have been light recently, but during the past week showed up in more liberal volume. At all milling sections orders are plentiful with mills, and with cars furnished promptly stocks here will soon be ample for the wants of exporters. Lumber freights continue steady, with rates to New York \$5.50 to \$5.62½, to Philadelphia \$4.75 to \$5, to Baltimore \$5 to \$5.25, and Portland \$6.

Charleston.

[From our own Correspondent.]
Charleston, S. C., January 26.

In all lumber circles in this section the year has opened with a fairly active demand for material, and indications point to a substantial volume of business during the winter and spring months. Mills at this and adjacent points are well sup-

plied with orders, and at interior sections all woodworking concerns are enjoying a fair volume of trade. Shipments of lumber and other wood products are going forward more readily in the absence of the recent congestion in railroad traffic. At Georgetown the actual business of the new year has commenced; receipts of pine and cypress logs are more liberal, and the saw-mills are running on full time. Stocks of dry cypress are light, while in pine lumber there is a fair supply on hand. The crosstie industry is likely to assume greater proportions from this date, and receipts are quite liberal. Cypress shingles are in better supply, with a good demand from the usual sources, and prices very steady. The shipments of lumber from Charleston the past week have been lighter than usual. The schooner Clara E. Bergen cleared for New York with 317,000 feet of lumber, and the schooner Cassie F. Bronson with 800,000 feet. The total shipments of lumber for the season aggregate 30,736,007 feet, of which 29,657,507 feet were coastwise and 1,078,500 feet were foreign. Shipments last year foreign and domestic for the same period amounted to 21,904,139 feet. Among the charters reported were the schooner Helen Montague, 344 tons, from Charleston to New York with lumber at \$5.75; schooner Nelson Newberry, 568 tons, from Charleston to New York with 36-foot ties on private terms, and schooner Albert T. Stearne from Wilmington, N. C., to New York with lumber at \$4.50.

Brunswick.

[From our own Correspondent.]
Brunswick, Ga., January 26.

The outward movement of lumber for past week shows an increase over previous week, and compares favorably for same period in 1902. The accumulation of stocks upon the wharves continues to increase, and the non-arrival of charters is causing considerable annoyance. Coastwise movement by the steamship lines shows a large volume. The crosstie market is very active, and stocks on hand and en route from the interior are larger than ever. The foreign movement shows a total of 2,734,000 superficial feet since January 1, shipments going to Cuba, Spain, Cape Verde Islands, Canary Islands and Madeira Islands. The charter movement shows activity at Brunswick, Fernandina and Darien. Freight rates coastwise show a small decrease, quotations now being \$5.75 from Brunswick to New York, and used as a South Atlantic basis.

Mobile.

[From our own Correspondent.]
Mobile, Ala., January 26.

The timber market is quiet at the moment, while stocks in sight are liberal and prices easier. A number of charters have been recently fixed, which will soon reduce supplies. Sawn timber when placed upon the market will bring 17 to 17½ cents per cubic foot, 40-foot basis. Hewn timber is in light supply at 16½ to 17½ cents per cubic foot. Hewn oak is in fair demand at 18 to 20 cents per cubic foot, and hewn poplar at 14 to 15 cents. In lumber stocks of prime are in moderate supply, while the demand is now principally from South America, with shipments also to European ports. The demand for prime lumber exceeds the output, and \$23 to \$25 is asked in the open market. Shipments to the interior have been very heavy recently, and with a good export demand prices are likely to rule firm for some time to come. During the past week the following shipments were reported: Steamer Phoenixia for Alexandria, Egypt, with 135,417 cubic feet of sawn timber; the bark Sarell B. with 1,607,154 feet of lumber, and bark Ac-

cama with 515,572 feet, both for Buenos Ayres, A. R.; schooner Parker for Cardenas, Cuba, with 243,040 feet, and steamer Hiso for Cuban ports with 505,026 feet; steamer Alamo for New York with 185,000 feet, and schooner Bentley for Havana with 246,892 feet. At Moss Point quotations on lumber are as follows: Cuban schedules, \$12 to \$13; South America, \$13 to \$14; prime, \$11 up to \$25 and \$30; sawn timber, 40-foot basis, 18 cents, and hewn timber, 17½ cents. Among the charters reported last week were the following: Dutch steamer Amstel, 1508 tons, from the Gulf to Bremen with timber at 81/3 and 82/6; German steamer Beta, 1025 tons, from the Gulf to Lubec with timber at 80/; March; Swedish steamer Irene, 1199 tons, from the Gulf to Holland with timber at 81/3, option of United Kingdom at 82/6, March-April, and Austrian steamer Aristeia, 2208 tons, from the Gulf to the United Kingdom with timber at 80/, one, 81/3 if two ports, March.

Memphis.

[From our own Correspondent.]
Memphis, Tenn., January 26.

The demand for hardwoods, all the way from quartered white oak, the highest item on the list, down to sap gum, the lowest, has continued active throughout the past week. If there has been any change at all, it has been in the direction of greater activity than has ruled for some time past. The manufacturers and wholesale dealers in this city have very limited quantities of dry stocks on hand, and for this reason business is still somewhat more restricted than is justified by the excellent call enjoyed from every quarter. One of the features of the week was the greater demand from the East, a number of buyers from the New England States and from other Eastern States having been on the market during the past few days in search of quartered white oak and other woods. Prices have advanced considerably recently. Some of the trade here are quoting a slightly lower price than \$60 per thousand for inch stock, but the majority of them are asking this figure, and two-inch runs as high as \$65 per thousand f. o. b. Memphis, with a considerable premium on special-order stuff, one gentleman informing the Manufacturers' Record's correspondent that a single car of special-order quartered oak netted him \$80 per thousand feet. Other woods, with the exception of cypress, have not shown quite as much advance. The association during the past week raised cypress again, and this wood is now quotable at \$32 per thousand for one-inch, with two-inch ranging as high as \$38 per thousand feet, the highest price touched in this center this season. Even at this level buyers are reported anxious for stock, and are unable to find enough to meet their requirements, so pronounced is the scarcity here and elsewhere. Poplar is going at \$35 to \$40 per thousand for one and two-inch, and ash ranges from \$30 to \$37 for the same thicknesses. The demand for ash is particularly good from the car-manufacturing plants, from plow and other agricultural-implement makers, and from other sources. The oaks, outside of quartered white, are ruling at about the same level as reported in these letters recently. Quartered red is firm at \$40 to \$45 per thousand for one and two-inch; plain white is going at \$32 to \$38, and plain red is worth from \$30 to \$35 per thousand, basis one and two-inch stock, according to thickness. Everything in the list is well maintained around these prices, which are the result of close investigation among a number of the most prominent firms in this center. Stocks have grown rather lighter in dry lumber during the past week, the demand having

been in excess of the stock that has dried and become ready for shipment during this period. Production, owing to the more favorable weather conditions of the week, improved slightly, all of the city mills being in operation, and an increasing number of the country mills, owned by manufacturers in this city, having been started. Some new mills are being opened in this territory. The new plant of the Schuh-Miller Company at Selma, Ala., in which J. W. Thompson of this city is interested, is now turning out 50,000 feet per day. R. J. Darnell, who has just returned from Leland, Miss., in the Memphis district, has announced the opening a 40,000-foot mill at that point, where he has purchased the timber rights on 4000 acres of land, most of the timber being of the hardwood variety. I. M. Darnell & Son report the purchase of 2500 acres of timber land a few miles below Memphis on the Illinois Central road, which will be developed at once. The same firm is negotiating for the purchase of about 14,000 acres more of timber land with a view to bringing the timber to their mills in this city or to establishing a plant there for cutting the timber into lumber. Other deals of a similar character are in progress, the buying of timber lands and the establishment of new mills being the result of the wonderful impetus to production growing out of the tremendous demand for hardwood lumber at present and the prospects for a large business throughout the first half of the year.

Southern Lumber Manufacturers.

A large and important annual meeting of the Southern Lumber Manufacturers' Association was held on the 20th and 21st insts. in the banquet hall of the New St. Charles Hotel in New Orleans. The morning session of the first day's proceedings was devoted to reports of officers, which showed the affairs of the association to be in a most flourishing condition. President McLeod in his annual address briefly reviewed the history of the year in so far as the yellow-pine industry was concerned. He referred to the conditions existing in kindred industries and in the financial world, and predicted that the year 1903 would be one of unprecedented activity. Secretary George K. Smith in his report for the year dealt with the growth of the association in 1902, clearing-house record of statistics, stocks on hand and production, etc. The most important matter taken up at the afternoon session was the report of the committee on Louisiana Purchase Exposition. It was unanimously decided to make a suitable exhibit, and it was determined to raise a sum of at least \$15,000 to this end. The exhibit will be gathered by experts, and will be in charge of competent directors throughout the exposition. At the morning session of the second day the deliberations opened with the reading of a paper by Thomas H. Sherrard, who is supervisor of the bureau of forestry of the Department of Agriculture. Mr. Sherrard is now arranging a working plan along forestry plans for the operation of the Kirby Company's stumpage in Texas. He discussed briefly the work which his bureau was doing in the South in studying the rate of growth and characteristics of the timber of the South. The main object of the bureau was to introduce conservative methods of lumbering in order to save the remaining timber. He said that the end of the timber supply in the South was conceded to be in sight if present methods were continued. It is the desire of the bureau to show the lumbermen of the South just how to operate their stumpage conservatively. He spoke at some length of the especial work he was doing in Texas, and was attended with the closest

interest by the members of the association.

J. C. Enochs of Jackson, Miss., read a splendid paper on "Economy in Manufacture." The committee on values submitted its report, recommending an advance of 50 cents per 1000 feet on No. 2 dimension, and \$1 a thousand upon heart-face edge-grain A and upon edge-grain A, the remainder of the list to be the same as November 5. There was considerable discussion over the report, which was finally adopted. At the afternoon session the election of officers resulted in the election of the following ticket: President, N. W. McLeod, St. Louis, Mo.; first vice-president, Geo. S. Gardner, Laurel, Miss.; secretary, Geo. K. Smith, St. Louis, Mo.; treasurer, A. J. Neimeyer, St. Louis, Mo.; vice-presidents, B. F. Camp, Florida; I. C. Enochs, Jackson, Miss.; W. H. Clapp, Arkansas; John L. Kaul, Hollins, Ala.; J. H. Berkshire, Winona, Mo.; H. H. Wheelless, Alden Bridge, La.; L. H. Lurnford, Houston, Texas; H. H. Tift, Tifton, Ga.; directors, ex-officio at large, S. H. Fullerton, St. Louis, Mo.; F. H. Lathrop, Riverside, Ala., two years; J. L. Ensign, Worth, Ga., one year; G. R. Hamon, Fulton, Ala., one year; P. E. Wilson, St. Louis, Mo., two years; A. H. Gates, Wilmar, Ark., one year; J. B. White, Grandin, Mo., one year; H. E. Welch, Eagle Mills, Ark., two years; J. J. White, McComb, Miss., two years; W. A. Pickering, Pickering, La., one year; J. H. Hinton, Lumberton, Miss., one year; R. A. Long, Kansas City, Mo., two years; S. F. Carter, Houston, Texas, two years; Wm. B. Stillwell, Savannah, Ga., two years; J. M. Rockwell, Houston, Texas, one year; J. E. Anderson, Florida.

Shortly before 5 o'clock the convention adjourned. The board of directors met immediately after the conclusion of the convention.

Lumber Notes.

The Sherrill-Russell Lumber Co. of McCracken county, Kentucky, was incorporated last week, with a capital stock of \$75,000. The incorporators are C. H. Sherrill and Luke Russell.

The Grogan Lumber Co. of Harleton, Texas, has filed amendments to its charter changing its name to the Lodwick Lumber Co. and increasing its capital stock from \$30,000 to \$50,000.

It is stated that a merger of the Reheis-Rolfes and the Eau Claire-St. Louis lumber companies, which will take the name of the Eau Claire Lumber Co., with a capital stock of \$800,000, has been perfected.

The warehouse and finishing department, together with the contents of the Continental Furniture Co. at High Point, N. C., were destroyed by fire on the 21st inst. The loss is estimated at \$15,000, covered by insurance.

It is stated that the Tunis Lumber Co. of Baltimore and Norfolk has practically absorbed the Angola Lumber Co. of Wilmington, N. C., and the Carolina Lumber Co. of Currituck county, North Carolina, with their vast timber lands.

The Gulf Red Cedar Co., a Butler county, Alabama, corporation, was incorporated at Nashville, Tenn., last week. The incorporators are Gustavus Milhiser, T. K. Parrish, W. H. Parrish, Jr., Phillip Milhiser, Emanuel Milhiser and others.

The large saw-mill plant of the Jackson Lumber Co. at Florida, Ala., is now nearing completion. This plant is being erected by Iowa and Maryland capitalists, and will have a daily capacity of 400,000 feet of lumber. Manager Harlan expects to have it in full operation by March 1, and is rushing machinery through Pensacola by rail.

The shipments of lumber from the port of Mobile last week amounted to 3,558,793 feet, and for the season 32,168,202 feet, against 35,583,094 feet last year. The exports of sawn timber last week amounted to 135,417 cubic feet, and for the season 4,023,372 cubic feet, against 4,894,511 cubic feet last year.

It is stated that a syndicate composed of Binghamton and New York capitalists has just purchased a mammoth tract of timber land near Huntsville, Tenn. The syndicate will construct a railroad through the tract connecting with the northern boundary lines, and will also erect several large saw-mill plants on the site, the work of cutting the timber to begin at once.

The stockholders and directors of the Kirby Planing Mill Co. of Thomasville, Ga., met last week and elected the following officers: E. M. Smith, president; C. W. Kirby, vice-president and general manager, and William M. McKay, secretary and treasurer. Work has already commenced on the site of the company's plant. Machinery has been ordered, and everything is being pushed vigorously.

The steamship Magellan from Hamburg arrived last week at Gulfport, Miss., and will load for a South American port with yellow-pine lumber from the Poitevant & Favre Lumber Co.'s Mills at Pearlinton. All the lumber cut for export at the Pearl River Mills at Pearlinton, Favreport and Logtown will be hereafter loaded at Gulfport on account of the facilities, which are less expensive than those at Ship Island.

At the annual meeting of the stockholders of the Tunis Lumber Co., held last week at Berkley, Va., the old officers and directors were elected for the ensuing year as follows: President, E. M. Wiley of New York; vice-president, Caldwell Hardy of New York; secretary and treasurer, W. D. Hardy of New York. The directors are the three mentioned and Messrs. W. W. and Theophilus Tunis and M. A. Mullen.

Mr. J. A. Matthieu, a chemist and engineer of Georgetown, S. C., visited New Orleans last week for the purpose of establishing a plant for the manufacture of charcoal, wood alcohol, etc., from the slabs and refuse of saw-mills. The opinion of lumbermen who have been approached on his plans is that they are entirely practicable, and that the installation of these reduction plants in Louisiana will mean thousands of dollars from a source heretofore regarded as waste.

It is stated that Major Grant Crebbs of Tusculumbia, Ala., representing a large Western syndicate of capitalists who recently acquired the title to about 11,000 acres of tax lands in Colbert county, Alabama, has just purchased 18,000 acres in Walker county. Some of these lands are said to be very rich in timber and minerals. In the near future the company will begin to develop these properties, the work to be directed by Major Crebbs, with headquarters in Tusculumbia, Ala.

With the present activity in the lumber industry throughout the country Alabama lumbermen are striving to reach virgin sections of timber and are building a number of short sections of railroad. The Lathrop-Hatten Lumber Co. of Riverside is building a three-mile extension, the Clear Creek Lumber Co. is building an 11-mile extension to a pine forest near Calera, and the Kaul Lumber Co. of Hollins is also reaching out. Lumbermen are greatly interested in the proposition to open the Coosa river between Riverside and Wetumpka. It is said that this would give access to 1,000,000,000 feet of timber. The new route being established in St. Clair county by the Seaboard Air Line will also open up a fine lumber section.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., January 28.

The local phosphate market is firmer in tone, with the offerings of Florida and Tennessee rock more liberal. Values are generally well maintained, while the demand is moderate. Charters reported during the past week are the British steamer Dora, 1106 tons, from Pensacola to Bayonne with phosphate rock on private terms; steamer Hugona, 1284 tons, from Port Tampa to Cartaret, N. J., with phosphate on private terms, and British steamer Chatburn, 1225 tons, from Port Tampa to Nantes or Bordeaux with phosphate at 13/6, January-February. From the Southern phosphate belt reports continue to be favorable, both as to development and shipments, while values are generally very steady. In the hard-rock section of Florida there is considerable activity in mining. In Alachua county several large deals have been closed recently for phosphate properties said to be rich in analysis. The shipments from the Florida ports continue liberal, and in hard rock there is more inquiry from abroad. In land pebble prominent companies are expecting considerable activity during the present year, large sales having been closed in December for 1903 delivery. The market for land pebble is firm, with holders not disposed to sell at present prices for distant dates. The phosphate market at Mt. Pleasant in Tennessee is nominally steady, with quotations as follows: \$3 to \$3.25 for 75 per cent. rock, and \$3.50 for 78 per cent. Prominent companies at Mt. Pleasant report the demand for both domestic and export rock as much improved. The stock above ground is light, and with cars provided promptly would soon be cleared up. In South Carolina the tone is steady for both crude and hot-air-dried phosphate rock. Among the several companies mining, the Beaufort Phosphate Co. has suspended operations indefinitely on account of the loss of the company's dredge, and will not likely resume operations until most of the rock it has under sheds is shipped.

Fertilizer Ingredients.

The market is showing up in better form, and the list of values for ammoniates has shown a much firmer tone during the past week. The recent purchase of 3000 to 5000 tons blood and tankage by Southern buyers has cleared up the stocks of Western packers, and the offerings are now much lighter than usual. The demand from the South is fairly active, with a good inquiry from Eastern buyers.

The following table represents the prices current at this date:

Sulphate of ammonia (gas)...	\$3 10 @ 3 12 1/2
Nitrate of soda, spot Balto...	1 97 1/2 @ 2 02 1/2
Blood	2 67 1/2 @ —
Azotine (beef)	2 52 1/2 @ 2 55
Azotine (pork)	2 52 1/2 @ 2 55
Tankage (concentrated)	2 47 1/2 @ —
Tankage (9 and 30)	2 52 1/2 @ 10 @ 2 55 & 10
Tankage (7 and 30)	20 50 @ 21 00
Fish (dry)	32 50 @ 35 00

Phosphate and Fertilizer Notes.

The kaolin beds upon the lands of Mr. J. Francis Smith, a few miles from Congaree, S. C., have been carefully inspected, and arrangements have been made to utilize the product for earthenware manufacture.

It is stated that the Arkansas Phosphate Co., which is operating large phosphate works at Phosphate, Ark., is making preparations for shipping large quantities of the fertilizer to Eastern markets, beginning about the middle of next month.

The Virginia-Carolina Chemical Co. announced last week that it will immedi-

ately begin to rebuild its plant that was destroyed by fire at Richmond, Va., about two weeks ago. The new plant will be larger than the one burned, and will be strictly modern in construction.

The Keimal Chemical Co. of Baltimore, Md., has been incorporated for the purpose of manufacturing chemical compounds. The capital stock is \$50,000, and the incorporators are James Armstrong, William Ernest, F. Armstrong, William T. S. Showacre, Thomas D. Brundige and T. Worthington Brundige, Jr., all of Baltimore.

The Moss Point Chemical Co. of Moss Point, Miss., has nearly completed its structure, and will soon be in operation. The purpose of the concern is to extract turpentine tar and make charcoal from the dead "fat" pine in the woods. The officers of the company are J. W. Stewart, president; A. H. Smith, vice-president, and F. E. Robinson, secretary and treasurer.

Deeds were filed last week at Columbia, S. C., transferring phosphate lands in the Spring Hill neighborhood amounting to about \$35,000. Mr. George Killebrew bought a portion of the Gary phosphate land near Spring Hill from the heirs of G. M. Fogg, paying \$2000 for it. He then sold the rock in the ground to J. H. Carpenter for \$15,000. D. B. Williams, trustee, sold the Messrs. Killebrew & Carpenter eighty-eight acres of phosphate land for \$15,000.

The dredge McSweeney and washboat, involving a loss of \$45,000 to the Beaufort Phosphate Co., were destroyed by fire last week at the company's works in the Coosaw river off Beaufort, S. C. The company has one more dredge. On account of the loss of the dredge the company has decided to indefinitely suspend operations. Seven large sheds are filled with phosphate rock, and work is not likely to be resumed until the greater portion of this supply is shipped.

The Phoenix Phosphate Co. of Florida has been chartered, with a capital stock of \$500,000, for the purpose of mining rock upon deposits acquired by the company in Alachua county. It is stated that the deposits first to be exploited are situated along the line of the Jacksonville & Southwestern Railroad in close proximity to the Cummer and Victoria works. Mr. A. J. Da Costa is said to be vice-president of the company, with the Florida office at Gainesville and New York office at 41 Wall street.

It is stated that the Union Phosphate Co. of New York has purchased 220 acres of phosphate land formerly owned by J. R. Williams of Alachua county, Florida. The price paid is said to be \$42,000. This land is located in Alachua county, eleven miles directly west of Gainesville, and is said to be one of the best phosphate properties in the State. The company is likely to establish a number of mining plants in the near future with a capacity of several thousand tons daily. The Union Phosphate Co. has been operating in Levy county for several years.

It is stated that D. Anderson of Moss Point, Miss., will shortly visit the North to interest capital in a sash, door and blind factory for that place. The millmen at Moss Point are giving him every encouragement, and it is expected that the enterprise will soon be established.

The National Association of Manufacturers is making an effort to secure the attendance of President Roosevelt of the United States, Diaz of Mexico and Palma of Cuba to meet the association at its annual convention at New Orleans next Wednesday.

MECHANICAL.

A Fireproof Finishing.

Fireproof construction is one of the most important problems of present-day architecture and building.

Notwithstanding the most approved methods, however, it has been heretofore necessary to use a certain amount of wood and other inflammable materials in finishing, especially where any attempt is made at decorative effects, as in wainscoting, ceiling and wall paneling, hardwood and inlay work and marquetry effects.

Every square foot of this necessary

promised to continue to grow. It's a good business for a young man to learn. While much improvement has been made in ten years, the business is yet young, and there are many possibilities.

"We set up the proposition that the crude-oil business is a good business by itself; that there are as fair openings for small mills as large ones; that a crude mill fosters and develops the beef-cattle business and dairy business in any neighborhood; that a small mill can do this better than a big one can.

"But there is no need to stop at making crude oil. We design and build cottonseed-oil refineries to make cooking oil, table oil, summer yellow oil, white oil,

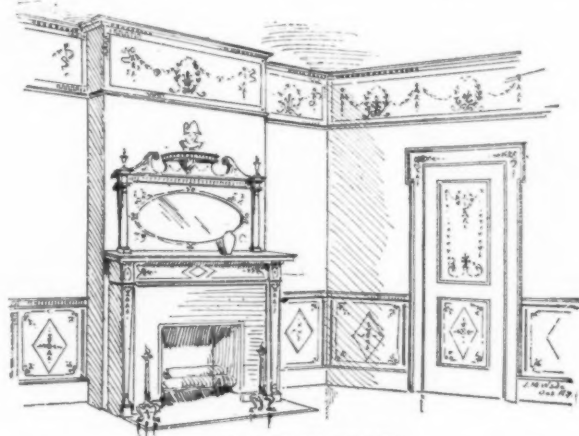
of wood can be worked to advantage. The different adjustments are easily and accurately made; the machine is simple in construction, rapid and efficient in operation, and therefore requires no expert for its manipulation.

Two or more pieces are worked at once, making an accurate joint and perfectly preserving the face side of the material. The frame is solid and substantial, insuring steady running at high speed. The mandrels are of improved construction for matching a joint of any shape. The table clamps two boards of uneven thickness at once.

The feed is noiseless and automatic, is under instant control of the operator, and

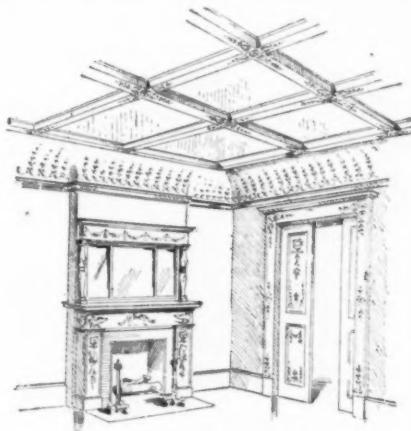
nions, so that it can be swung to a horizontal position, which is the most convenient method for inserting or removing tracings and paper from the frame.

In operating the cylinder is revolved to



EMPIRE INTERIOR.

Illustrating use of Salamanderite on doors, panels, wainscoting and frieze.



COLONIAL INTERIOR

Illustrating use of Salamanderite on door panels and ceiling.

decoration increases the fire risk. But by the use of Salamanderite any decorative effects obtainable by the finest cabinet work in the costliest woods, or by tiling, etc., can be duplicated at a small percentage of the cost of the original. This material is fireproof and impervious to moisture.

It is a recent important discovery comprising fire and water proof sheets or panels in various thicknesses, from one-eighth inch to one-half inch, finished on one side in exact fac-simile of quartered oak, mahogany, maple or any fancy cabinet woods, plain or in the finest marquetry and bas-relief effects.

Salamanderite is therefore adapted for use as a decorative covering for the walls, ceilings, etc., of churches, theaters, public buildings, private residences, the cabins and saloons of steamships, head lining for railroad cars, exterior paneling of car bodies, etc.; in fact, wherever a fireproof substitute is desired for wood and the various inflammable materials heretofore used for these purposes.

Two accompanying illustrations present uses of Salamanderite. The H. W. Johnson-Manville Company, 100 William street, New York, manufactures the product.

Educating in Advertisement.

The Manufacturers' Record has on several occasions called attention to the advertisements of the D. A. Tompkins Company of Charlotte, N. C., as worthy of special interest, because every advertisement presents some story calculated to bring about a study of the industrial development and potentialities of the South, as well as advertise the particular thing which the D. A. Tompkins Company may in that particular advertisement be presenting to the public. In the last issue of the Manufacturers' Record the advertisement of this concern dealt especially with the handling of cotton-oil-mill machinery, and the following facts which are of general interest were presented:

"In the previous dissertations we have made on cottonseed oil it was shown that the business had grown enormously in the last ten or fifteen years, and that it

winter oil and other special oils. Even here the processes are not limited. Soap and lard compounds can be made, and bright young men might develop the manufacture of glycerine, candles and other useful articles. If anyone could find a way to get the gum out of cotton oil and make of it a lubricating oil, or even a good paint oil, there is a big fortune in either. One of the worst faults of cotton oil as a cooking grease in an unagreeable odor while cooking with it. It has been much improved in this respect, but the man who can find a way to eliminate it would have a fortune, sure.

"Ten years ago the bulk of the oil used in this country was for making lard. Now the refining processes have been so improved as to put the oil in nice shape for cooking and also for table use.

"Most young men seem interested more

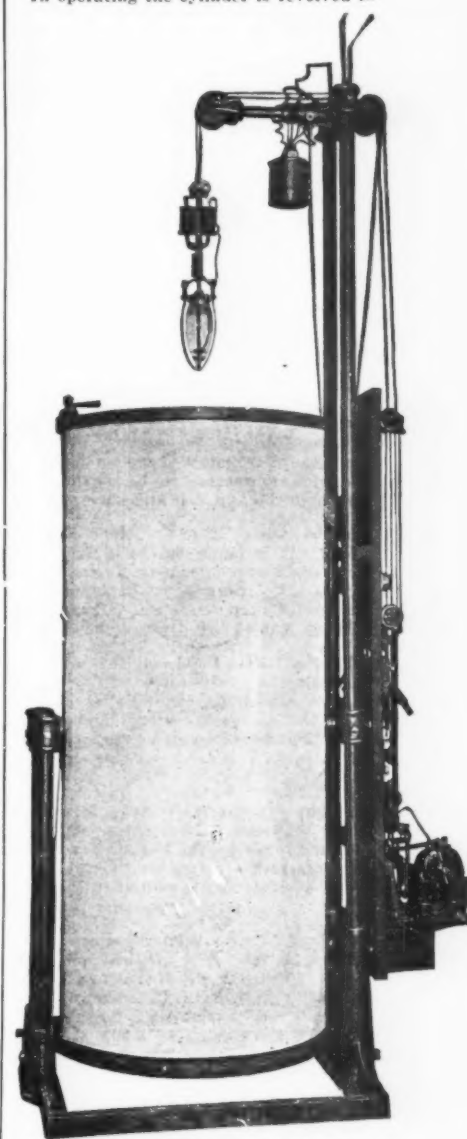
the return movement is easy and rapid. By an ingenious device the mandrel drops below the cut, so that stock has its surface planed free of the cutters on the return movement, and there is no jar or throw, and very little vibration.

The machine will make tight joints on staves for tank and other such work.

The maker of this machine, J. A. Fay & Egan Co., Nos. 270 to 290 West Front street, Cincinnati, Ohio, will send further details on application.

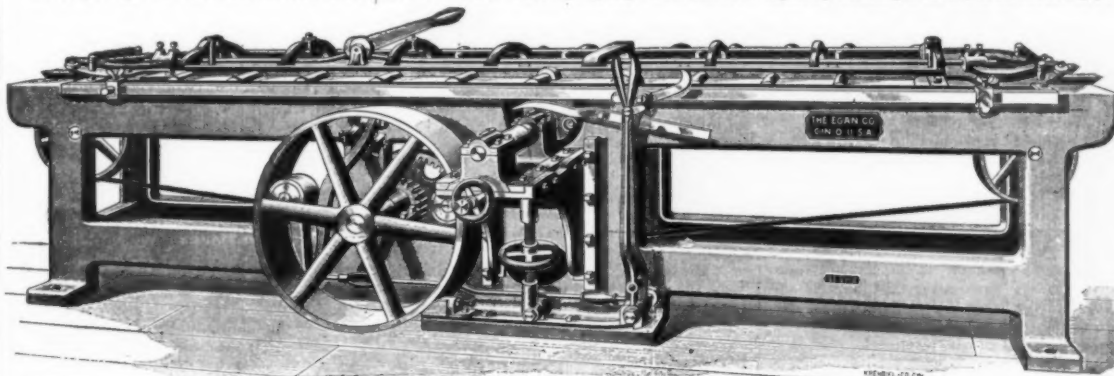
Electric Blueprint Machine.

The importance as well as the general utility of the application of electricity to blueprinting appeals to every architect, engineer and draftsman, to whom the production of blueprints with the best of solar facilities has doubtless often been vexatious. The accompanying illustration



ELECTRIC BLUEPRINT MACHINE.

a horizontal position, and the tracings and sensitized paper are placed around the outside of the cylinder, being confined by stout canvas covers, which are drawn tight by turning a lever, thus insuring per-



IMPROVED AUTOMATIC GLUE-JOINTER

in electric or textile work, while in cotton oil there is a big field that is open for development, and in a line that is not so competitive as those of electricity or textiles."

New Improved Glue-Jointer.

An accompanying illustration shows an improved machine for glue-jointing, which has embodied many new improvements for insuring good work. It is made in sizes to joint six and one-half to eighteen and one-half feet in length, and stock from one-eighth to three inches thick. Any kind

shows an advanced type of machine for printing by artificial light.

The apparatus consists of a cylindrical printing frame, composed of two heavy curved plates of glass, bedded in soft material in an adjustable though rigid frame, together with two tubular uprights which support the arc lamp and automatic drive mechanism. This drive operates the lamp, having means for lowering it through the cylinder and then automatically raising it again to its former position.

The cylindrical frame revolves on trun-

fect contact between tracings, sensitized paper and the glass. The cylinder is then swung to the opposite horizontal position and the same manipulation repeated, after which it is returned and locked in vertical position and is ready for printing.

By simply touching a lever the arc lamp starts in its descent through the center of the cylinder at a speed which can be regulated to suit the sensitiveness of paper employed. When the lamp has reached the lowest point of printing surface it automatically reverses its motion and quickly

returns to its original position above the cylinder.

The machine is self-contained, can be set up by anyone, and the simple operation of loading and swinging the cylinder—which is the only labor necessary to operate it—can easily be accomplished by a boy.

This automatic revolving cylindrical electric blueprint machine is manufactured by Eugene Dietzgen Company, 119 West Twenty-third street, New York.

TRADE NOTES.

Burt Oil Filter.—Colonial Steel Co., Pittsburg, has ordered a large oil filter from Burt Manufacturing Co., Akron, Ohio, for use in new steel works just erected.

Graphophone Dividend.—The regular quarterly dividend (No. 31) of 1½ per cent. will be paid on the preferred capital stock of the American Graphophone Co. February 16 to stockholders of record January 31.

Columbus Absorption Machine.—Columbus (Ga.) Iron Works Co. has secured contract to supply one of its improved five-ton improved absorption ice machines, to be installed and in operation by April 1 at Statesboro, Ga.

Factory Sites Offered.—Manufacturers looking for advantageous sites for their plants are invited to address Messrs. A. M. Higgins & Co., Norfolk, Va. This firm has locations on deep water and railway, also buildings with electric-power at hand.

Theodore Hertz Metal Co.—This company has incorporated, with capital of \$30,000, and succeeds Messrs. Theodore Hertz & Son, St. Louis, Mo. It will continue the business of smelting and refining ore, dross and metal, etc.; offices at Tenth and Poepping streets.

Water-Power for Sale.—An unlimited water-power in Harford county, Maryland, on the Maryland & Pennsylvania Railroad, is offered for sale. The location is adapted to manufacturing enterprises requiring cheap power. For information address Gill & Preston, 220 St. Paul street, Baltimore.

Hardwood Timber Lands.—Southern hardwood timber lands offer excellent opportunities to manufacturers and investors. D. T. Oates of Fayetteville, N. C., is offering some valuable tracts of these lands for sale. His properties are located in South Carolina. They are estimated to cut about 80,000,000 feet of lumber.

Stillwell-Bierce & Smith-Valle Co.—This company's Philadelphia offices have been removed from 612 to 619 Arch street. Callers at that office and correspondents addressing that branch are requested to take notice of the change. Machinery for cottonseed, linseed and corn oil mills, air compressors, etc., is the company's specialty. Main office and works at Dayton, Ohio.

Making Card Clothing.—W. H. Bigelow of Charlotte, N. C., for the past two years representative of Joseph Sykes Bros., has established a plant for manufacturing card clothing, reclothing, tops and flecker-ins. A building was erected for the purpose, and about \$15,000 worth of machinery has been installed. A number of large orders are already on hand; offices at 12 West Fourth street.

Southern Grates and Mantels.—Southern Mantel & Grate Co. of Newport News, Va., has purchased a complete modern plant for manufacturing the line of products indicated by its title. Messrs. W. G. Melvin and W. R. Temple have organized the company, and will aim to give buyers the best mantels and grates for use in all kinds of buildings. Numerous designs in wood, iron and slate of various articles will be produced.

Want Steam-Power Equipment?—If so, address the Whitehead Machinery Co., Davenport, Iowa, regarding its recent purchase of a large plant at Pawtucket, R. I. This purchase includes 300, 400 and 750-horse-power Corliss engines, Babcock & Wilcox boilers, large tubular boilers and the usual accessories. All this machinery will be offered for sale.

Succeeding Macan, Jr., & Huntington.—A. Z. Huntington has purchased the interest of Geo. C. Macan, Jr., in Macan, Jr., & Huntington, Wilkesbarre, Pa., and will continue the business as the Huntington Machinery & Supply Co. Mr. Huntington is manager of the new company, and will continue to afford patrons efficient and prompt service in mechanical specialties and new and second-hand machinery. Buyers in the market are invited to secure quotations.

They Order Foster Superheaters.—Recent orders for the Foster superheaters were from among the most prominent power-users in New York city. Interborough Rapid Transit Co. ordered them in four 600-horse-power Babcock & Wilcox boilers, and New York city water-works ordered two 500-horse-power separately fired Foster superheaters. These heaters are manufactured by the Power Specialty Co., 126 Liberty street, New York.

Demand for Cotton-Oil Machinery.—Among the prominent Southern industries is the manufacture of oil and other products from cottonseed. In supplying machinery needed for these plants some of the foremost machinery builders of the country are engaged. The season of the year is now approaching when many new cotton-oil mills will be announced, one being announced at Homer, La., during the past week. Murray Iron Works of Burlington, Iowa, and Murray Gin Co. of Dallas, Texas, have contract to furnish the mill's machinery.

Successful Cement Dryers.—The Grill four-compartment dryer has met with an unvarying success since its first introduction. Some of the leading cement makers and users throughout the United States are using the equipment. The C. O. Bartlett & Snow Co. of Cleveland, Ohio, manufactures the Grill dryer. Its most recent orders came from Bronson (Mich.) Portland Cement Co., Colonial Construction Co. of Hudson, N. Y.; Illinois Central Railroad, Chicago; St. Louis (Mo.) Portland Cement Co., and Egyptian Portland Cement Co. of Detroit.

P. C. Brennan, M. E.—Mr. Brennan, whose permanent location is New York city, makes an important announcement of interest to his present and prospective clientele. It is that he has secured contract to build a large asphalt refinery at Tampico, and will remain in that city until March 10. Until that date all correspondence should be addressed care United States Consul, Tampico, Mexico. Mr. Brennan is favorably and widely known as consulting engineer, asphalt pavements and asphalt generally being his specialties. His New York offices have been at No. 1 Broadway.

Electric-Power Distribution.—Two large contracts for electric-power distribution machinery were filed recently by the Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa. One contract was for 400-kilowatt alternating-current generator, one 200-horse-power induction motor and 300 to 400-horse-power in motors, ranging in size from fifty to twenty-horse-power. This equipment is for Susquehanna Iron & Steel Co., Columbia, Pa. The other order was for electric-power distribution for the new 5000-ton reduction plant of the Anaconda Copper Mining Co. in Arizona.

Remington Ice Machinery.—A memorandum of recent orders for Remington ice-making and refrigerating machines shows an extensive trade in these equipments. The total tonnage of the plants is 224. The capacities range from one-half ton to twenty-four tons. Pennsylvania, Virginia, Georgia, New York, Kentucky, Florida, District of Columbia, Texas and Missouri are the sections from which the orders came. The Remington machinery is so well known that it seems almost needless to say it is manufactured by the Remington Machine Co. of Wilmington, Del.

New Ice-Machine Plant.—One of the most active branches of the machinery manufacturing business is that which is devoted to the production of ice machines and kindred supplies. The Columbus Iron Works Co. of Columbus, Ga., started its ice-machine manufacturing department in active operation on January 1, and is now prepared to submit estimates to buyers. Its first piece of work was a coil shipped on the same day to Charleston, S. C. Since January 1 the company has closed other contracts, including 5, 10 and 12-ton absorption machines, for shipment to points in Mississippi, Alabama and Georgia.

Death of J. M. Beatty.—The friends and patrons of the D. A. Tompkins Company of Charlotte, N. C., will regret to hear of the death of J. M. Beatty, secretary of that company. Mr. Beatty's connection with the company was a lengthy one, and during his occupancy of the office he had won many friends among his business associates. In the discharge of his duties Mr. Beatty had always been found giving that satisfaction which can come only through thoroughness and strict attention to business. Mr. Beatty died on January 17 from pneumonia. The Tompkins Company is the well-known founder and machinist, giving especial attention to cotton and oil mill equipments.

The Electric Supply Co.—Everything electrical, wholesale and retail, is the specialty of the Electric Supply Co., engineer, contractor and dealer, 40 Drayton street, Savannah, Ga. This company reports its construction business as unusually active, many contracts being on hand. It has supplied and installed electric fixtures for some important buildings recently. Among these structures was the new State Capitol at Columbia, S. C.; remodeled Capitol at Tallahassee, Fla.; Citizens' Bank Building, Savannah, and many private residences. The company's supply department has increased to such an extent that it has leased adjoining building in order to find room for the large stock of goods that must be carried. Those about to let contracts in the electric line are invited to write for prices.

Water System for Country Home.—The question of an adequate supply of water and its satisfactory distribution is frequently an annoying one in connection with isolated dwellings, such as a country home is. But modern methods have met such difficulties, and the buyer of a system need only take care that he contracts with companies that have made a genuine success of such installations. The Niagara Hydraulic Engine Co. of Chester, Pa., has been most successful in these installations. Its latest completed contract was a plant for the country home of John A. Rigg of Philadelphia at Reading, Pa. The machine used is a Niagara No. 4 single-acting four-inch drive and two-inch delivery pipes. Water is taken from a small branch and forced to a tank 3000 feet distant from the dwelling at an elevation of 140 feet, there being a net fall on ram of eight feet.

Free Belting Test.—"Something for nothing" is usually worth what it costs. However, it is a long road that has no ending, and it's a poor rule that has no exception. Here is the exception. Graton & Knight Manufacturing Co. (Worcester, Mass.) offers to let manufacturers test its "Royal Worcester" and "Heart" brands belts free of cost to the tester. Order a belt; put it on your machine; if not found to be the greatest belt-power transmitter you have tried, and therefore the cheapest belt you can buy, you can return it to the makers at their expense, and you are charged the munificent sum of nothing. Couldn't be less! You surely get something for nothing, and at the same time have the privilege of testing one of the best belts in the world. It would certainly pay you to at least get a hearing on the subject from the makers. Why not write them today?

New Process Car Wheels.—That strength and durability are cardinal points of merit in car wheels need not be discoursed of at length. Buyers of this character of equipment are well acquainted with the facts, and those who are progressive enough to be on the lookout for better product are invited to write the Central Car Wheel Co. of McKees Rocks, Pa. This company has just completed its new plant, and is making 300 finished wheels per day, which output will be doubled in another month. Almost every operation is automatic in making these wheels. They are made by an entirely new process. It is claimed that these wheels are more uniform and stronger than the best cast-iron wheels offered heretofore by manufacturers. Because of this, it is believed the new wheel will be generally adopted. The Standard Steel Car Co., Butler, Pa., will use these wheels on its product.

Non-Refillable Cigar Box.—The desirability of a non-refillable cigar box is patent to anyone giving the least thought to the subject. Manufacturers of cigars who desire to guard against all possibility of their brands being injured by the substitution of cheaper cigars in used boxes will especially be interested in the non-refillable cigar box. This box is to be manufactured and introduced by the Brown Non-Refillable Cigar Box Co., which organized last month, with paid-up capital of \$100,000. Morris Brown is president, with offices at 150 Nassau street, New York, where inquirers can send for full particulars. The Brown box will not only be unusable after once emptied, but while there remains one row of cigars in the box the latter retains the appearance of being full. The advantages of such a device are evident. The cost of these boxes will be but a fraction of a cent above the ones now commonly used.

Nonparell Cork Insulation.—One of the most successful insulating materials on the market is Nonparell cork. Many prominent industrial establishments—ice and cold-storage plants, warehouses, steam plants and various others—are today using this material to their great satisfaction. The distinctive feature of Nonparell cork, and one that speaks for itself, is that it is manufactured

of nothing but cork, no foreign substance of any kind being used. This, as warding off heat, cold, dampness, etc., makes the product one in great demand among careful buyers. The Nonparell Cork Manufacturing Co. of Camden, N. J., manufactures this product. Its new plant, to replace one burned recently, is nearly completed. There are seven buildings, about 40x100 feet each, equipped with the best machinery, and so arranged that the progress of the cork from baled scrap to finished sheet or pipe covering or tiling is as continuous as possible. This company is insulating about 400,000 square feet of surface for a modern warehouse at San Francisco. It also has order for insulation in Swift & Co. warehouses in New York. In this work much of the wall surface will be finished with a special white hydraulic cement made and applied directly by the Nonparell Company's own workmen, and which hardens to the firmness of stone. Sheet-cork orders on file are from St. Louis, Philadelphia, New Orleans, British Columbia, England, etc. The company's sheet-cork production will be followed by the steam brine and ammonia pipe coverings and floor tilings.

About Wooden Tanks.—Careful business men do not overlook the safeguard against heavy damages by fire afforded by the presence of a tank and system for distribution. A tank would seem to be an exceedingly simple article to manufacture. But many recent illustrations of the bursting of tanks located, in many instances, on the roofs of large mill buildings, disproves such an idea. The construction of wooden tanks is an art that requires the best talent, both in men and machinery, that it can draw to it. The necessity of careful construction in a tank is seen in considering the weight of such a vessel. For instance, a 30,000-gallon tank (not a very large one for modern manufacturing plants) will weigh about 120 tons. Imagine the results if a tank of this size bursts and precipitates its contents on and in the mill building and machinery underneath it, not to speak of the danger to life and limb of the employees. In this connection it is worth mentioning that the W. E. Caldwell Company of Louisville, Ky., is one of the best-known builders of tanks. Its tanks are constructed of red cypress, though steel tanks are furnished when demanded. This company makes exact calculations for every size tank it builds, showing the pressure or stress that the hoops will have to withstand, and all this is provided for, allowing the necessary margin of safety demanded by conservative engineering requirements. The calculations are as exact as are made in designing bridges and similar structures. The Caldwell Company also constructs the steel structures or towers so often needed to give tanks the necessary elevation for fire protection.

James Oscar Nixon.—Even in this day of "young men of affairs" it is seldom that at twenty-three years of age one has attained such a reputation as had James Oscar Nixon, whose untimely death was announced on December 27. Mr. Nixon was well known to the engineering world from his connection with the Link-Belt Engineering Co. of Philadelphia. He was engineer and manager of that company's silent-chain department, and because of his industry, talent and intelligence had achieved a marked success in his work, as well as won the admiration and esteem of his business associates and other friends. Mr. Nixon's success was a tribute to the South, he being a native of New Orleans, and having graduated from the Tulane University of that city in 1897. In all college affairs he played an important part. After several years spent in mechanical engineering and in sugar chemistry on a large plantation in Louisiana, Mr. Nixon became manager for about a year of a large foundry at Wilmington, Del. Three years ago the Link-Belt Engineering Co. secured Mr. Nixon's services, and assigned him to the testing and mechanical development of its work. Later he was given charge of the commercial and mechanical development and introduction of the Renold silent chain, and in this line showed unmistakable genius. The rapidity with which this device has been introduced since its first introduction, a little over a year ago, pays a remarkable tribute to Mr. Nixon's combination of the qualities of a business man and an engineer. A number of important papers bearing on silent-chain gear, on faulty and correct wheel construction for standard roller chains and other mechanical questions were prepared and given publicity by Mr. Nixon. Less than a year ago Mr. Nixon had married, and thus, when the world seemed especially bright, he was attacked by typhoid fever, which caused his death on December 27. The sympathy of a wide circle of friends, both business and social, will be extended to those to whom Mr. Nixon was dearest.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with every one interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Car Works.—Southern Car & Foundry Co. (principal office at Birmingham, Ala., and now controlled by Standard Steel Co.) is planning enlargements and improvements for its Anniston plant.

Ashland—Gold Mines.—Van Tyne Pritchard has leased gold properties and will erect small stamp mill and experimental plant for the treatment of sulphides and auriferous pyrites. At a later date will probably install electric-light plant.

Birmingham—Coal Mines.—Cedar Cove Coal Co. has been incorporated, with capital of \$10,000, for developing coal mines, by F. M. Jackson, D. O. McGhee and M. A. McGhee.

Birmingham—Sewerage.—Courts have sustained validity of the proposed issue of \$300,000 sewerage bonds previously reported; \$180,000 of bonds will be issued later to build second branch, beginning at East Lake, connecting with main branch below Ensley. Address "The Mayor."

Birmingham—Plow Works.—Austin-Bryan Manufacturing Co. is proceeding with improvements to its plant previously reported, and is having plans made for new shop 100x117 feet. Manufacture of beams will also be introduced, and it is reported the plant will be extended for facilities to manufacture other agricultural implements besides plows. W. J. Gelink is manager.

Cobb City—Ore Mines.—Southern Car & Foundry Co., Birmingham, Ala., has begun developing its iron-ore properties at Cobb City.

Ensley—Water-works.—General system of water-works for supplying several municipalities may be constructed. Address Mayor N. W. Scott.

Enterprise.—Southern Cotton Oil Co. (Montgomery, Ala.) will build cottonseed-oil mill, as recently reported; three-press mill with daily capacity of sixty tons.

Gadsden—Electric-light Plant.—Gadsden Light, Coal & Ice Co. will enlarge and improve its electric-light plant, install new machinery, etc.

Gadsden—Car Foundry.—Gadsden Car, Foundry & Machine Co. will hold meeting February 9 for increasing capital from \$25,000 to \$50,000 to enlarge its shops. A mill-supply and boiler-making department has been

added, and second-hand machinery will be handled. J. A. Day is general manager.

Huntsville—Oil Wells.—New York-Alabama Oil Co. is receiving bids from contractors for boring several new wells; Francis H. Wilson, New York, N. Y., president.

Huntsville—Electric-light Plant.—City has decided by popular vote to petition the legislature for authority to issue \$20,000 of bonds (lately reported) for erection of electric plant. Address "The Mayor."

Mobile—Bridge.—Tennessee, Alabama & Pensacola Railway Co. will construct bridge across Alabama river in Wilcox county.

Mobile—Mercantile.—Chartered: Wilmer Store Co., with capital of \$500, by Thomas White and others.

Mobile—Hat Company.—Taylor Hat Co. has been incorporated, with capital of \$50,000. J. E. Taylor is president.

Montgomery—Dry-color Works.—Montgomery Paint and Dry Color Works, reported recently incorporated, will establish dry-color works, and has not engaged architect nor awarded contracts. Address W. B. Davidson.*

Muscadine—Iron-ore Mines.—Muscadine Iron Co. will construct railroad to White Plains for developing its iron-ore properties on a larger scale.

New Decatur—Oil and Mineral Lands.—Grant Southern Oil & Development Co. has been incorporated, with capital stock of \$2,000,000, for development of 100,000 acres of oil and mineral lands. Mrs. P. Collings of London, England, is president; Mrs. F. W. Campbell of Liverpool, England, is vice-president, and Mrs. Ray Nelson of New Decatur, general manager. Address last named.

Tusculum—Mineral Lands.—Grant Cretches, representing Western syndicate, has acquired 29,000 acres of lands in Walker and Colbert counties, and will develop the mineral resources of the properties.

ARKANSAS.

Arkansas City—Bridge.—Missouri Pacific Railway system will construct steel bridge across Arkansas river; Russell Harding, general manager, St. Louis, Mo.

Batesville—Bottling Works.—J. M. Jones will establish bottling works with capacity for 200 gallons per day.

Black Rock—Stone Quarry.—Dunbar-Roe Mining Co., L. W. Roe, president, will open a second quarry.

Clarendon—Cotton Gin and Oil Mill.—Clarendon Gin & Oil Mill Co. has been incorporated, with capital of \$40,000. T. T. Bateman is president; J. D. Goldman, vice-president, and H. B. Bateman, treasurer.

Clarendon—Cotton-oil Mill.—Clarendon Oil Co. has been incorporated, with capital of \$50,000, for manufacture of cottonseed oil and other seed products. E. C. Horner is president; W. A. Short, vice-president, and E. L. Ready, secretary.

Blytheville—Foundry and Machine Shops.—Blytheville Foundry & Machine Co. has been incorporated, with capital of \$10,000; H. C. Davis, president; E. L. Sawyer, vice-president, and J. S. Johnson, secretary.

Eureka Springs—Telephone System.—Citizens' Electric Co., W. M. Duncan, president, has franchise to construct telephone system.

Forrest City—Brick Works.—Mr. Yarborough of Paragould, Ark., will establish brick works at Forrest City.

Fort Smith—Coal Mines.—Gilbert T. Parker of New York and Zach W. Tinker of St. Louis, Mo., have purchased the coal properties in Sebastian county, Arkansas, of Prairie Creek Coal Co., and have organized American Smokeless Coal Mining Co., with capital stock of \$1,000,000, for operating same. It was reported in these columns several weeks ago that New York and St. Louis, Mo., parties had purchased the coal lands of Prairie Creek Company, and that Gilbert T. Potter had effected the sale.

Hamburg—Mercantile.—Chartered: Hamburg Mercantile Co., with capital of \$500, by M. E. Sawyer and others.

Jonesboro—Gin.—Chartered: Culberhouse Gin Co., with capital of \$6000, for erection of cotton gin; G. W. Culberhouse, president; R. A. Simpson, vice-president, and R. E. Robertson, secretary.

Little Rock—Arms Company.—Duley-Mons Arms Co. has been incorporated, with capital of \$30,000. W. R. Duley is president; A. Brizolara, vice-president, and Julius Mons, secretary.

Little Rock—Arms Company.—Incorporated: Duley-Mons Arms Co., capitalized at \$30,000.

Lonoke—Mercantile.—Chartered: Lonoke Mercantile Co., with capital of \$50,000. T. M. Fletcher is president; Geo. Rule, Jr., vice-president; W. P. Blair, secretary.

Marion—Bridges.—Luxora branch of St. Louis & San Francisco Railroad Co. (being rebuilt) will be equipped with steel bridges over all streams between Marion, Ark., and Luxora; A. S. Blodgett of Springfield, Mo., superintendent of bridges.

Marked Tree—Lumber Plant.—Marked Tree Lumber Co., incorporated in New Jersey, has filed articles of incorporation, and will manufacture lumber, etc. Capital is \$125,000, all of which will be invested in Arkansas plants. Charles F. Wiedman of Chicago, Ill., is the principal stockholder.

Newark—Telephone Company.—Newark Telephone Co. has been incorporated, with capital of \$10,000. C. J. Magness is president; J. S. Handford, vice-president; J. C. Yancey, secretary, and J. S. Handford, treasurer.

Ozark—Wagon Company.—Ozark Wagon Co. has been incorporated, with capital of \$13,500 subscribed. E. Pitkin is president; Theo. F. Jones, vice-president; Ellis Duncan, secretary, and A. L. Trent, treasurer.

Pine Bluff—Mercantile.—Chartered: Eason Grocery Co., with capital of \$10,000, by I. N. Eason (president) and others.

Pine Bluff—Brick Works.—Pine Bluff Brick Co. has increased capital from \$25,000 to \$50,000, not from \$75,000 to \$100,000, as given last week.

Pine Bluff—Grocery.—Hammett Grocery Co. has increased capital from \$90,000 to \$100,000.

Poehontas—Ice, Electric and Ice Plants.—It is proposed to form company for establishment of ice, electric-light and water plants, and M. F. Collier of Paragould, Ark., is interested. Laufketter-Bondit Company of St. Louis, Mo., will be engineer in charge.

FLORIDA.

Fort Myers—Telephone System.—Indian River Telephone Co. has been incorporated, with capital of \$5000, by W. H. Harris, Geo. C. Coon, Harry Jennings and others for conducting long-distance system of 210 miles.

Gainesville—Phosphate Mines.—Union Phosphate Co. of New York has purchased 220 acres of phosphate lands in Alachua county, and will develop on an extensive scale, opening up several mines at once with output of several thousand tons a day.

Jacksonville—Naval Stores.—United States Naval Stores Co. has been incorporated by Chas. H. Scott, Wm. S. Harvey, John M. Barrs and J. Taylor Scott. Capital stock is \$10,000,000.

Jacksonville—Butter Manufacturing, etc.—Chartered: Elgin Butter & Pure Food Co., capitalized at \$40,000, by Howard E. Harkisholmer, George H. Richards and Ollie L. Vodermark.

Lake City—Telephone System.—Whetstone Telephone Co. has been incorporated, with capital of \$10,000, for constructing system from Lake City to Jasper. D. E. Whetstone, R. W. Adams and L. F. Whetstone are the incorporators.*

Live Oak—Electric Plant.—Live Oak Manufacturing Co. is laying foundation for duplicate electric plant, and 500-horse-power boiler will be installed.

Newberry—Phosphate Plant.—Phoenix Phosphate Co. has been incorporated, with capital stock of \$500,000, and will develop phosphate deposits on 10,000 acres of land near Newberry. A. J. Da Costa, 41 Wall street, New York, is vice-president, and can be addressed.

Palatka—Clothing Factory.—Chartered: Fearnside Clothing Co., with capital of \$10,000, by F. J. Townsend, J. A. Shelby and V. R. Townsend.*

GEORGIA.

Adairsville—Cement Plant.—Company will, it is said, be organized for the development of mineral and cement deposits near Adairsville. Names of interested parties will be announced later.

Atlanta—Trading-stamp Company.—Chartered: Star & Crescent Trading Stamp Co., with authorized capital of \$10,000, by D. H. Straus and others.

Atlanta—Dental Manufacturing.—Jackson Dental Manufacturing Co. has been incorporated,

with capital of \$5000, and privilege of increasing to \$50,000.

Atlanta—Vending Machine Company.—Georgia Vending Machine Co. has been incorporated, with capital of \$5000, and privilege of increasing to \$25,000, by R. J. Jones, Hudson Moore, C. R. Tidwell and others.

Atlanta—Electric Plant and Garbage Crematory.—City is having plans made by Collier & Brown, electrical engineers, to determine cost of constructing a garbage crematory that will by its own heat furnish motive power to run an electric-light plant. Address "The Mayor."

Brunswick—Steel Plant.—Mohawk Valley Steel & Wire Co. (Frank Ulmstead, president and general manager, and Edmund R. Cummings, secretary), Worcester, Mass., has signed preliminary contracts for location at Brunswick of a steel plant and rolling mill, probably including plant for making wire goods. It is claimed that the plant will have daily capacity of finished goods of 1600 tons, and that it will employ 7000 to 8000 men. The Mohawk Company is incorporated under laws of Maine, with capital stock of \$25,000,000 and a bond issue of \$5,000,000, the office at present being Worcester, Mass., and controls several large plants making steel billets and wire goods in Pennsylvania and Ohio. Mr. Ulmstead, the president, is given in the directory of the iron and steel works of the United States as president of the Hartman Manufacturing Co. of Newcastle, Pa., and as president of the Cuyahoga Steel & Wire Co. of Cuyahoga Falls, Ohio. It is probable that both of these companies are included in the companies to be consolidated by the Mohawk Steel & Iron Co. The company is reported to own 42,000 acres of coal land in Alabama, which will probably be developed in connection with this plant. Brunswick subscribed about \$300,000 as a bonus to secure the location of the plant.

Cartersville—Cement Plant and Water-power Development.—Plans have been completed by Chicago (Ill.) parties to establish \$1,500,000 cement plant and develop water-power of Etowah river. Georgia Portland Cement Co. has been organized and chartered, with capital stock of \$1,500,000, and W. E. Dorwin of 159 LaSalle street, Chicago, president and manager, and St. John R. Scott of New York Life Building, Chicago, vice-president, to erect the cement plant; capacity 1200 barrels a day. The water-power will be developed by company to be organized and chartered as Etowah Power Co., with capital of \$500,000, for lighting the town and supplying power to small manufacturing enterprises. First development will be for 10,000 horse-power. W. B. Larramore of Cartersville is a director in the cement company.

Columbus—Cotton Mill.—Report that Eagle and Phenix Mills will build addition for rope manufacturing, mentioned last week, was premature. Company contemplates the improvement, but is not considering doing the work at present.

Columbus—Warehouse Company.—Chartered: Davis Warehouse Co., by John C. Cook and others.

Dupont—Lumber Mills, etc.—John Lamb has, it is said, purchased timber property (5000 acres) and mills of B. J. Sirnans.

Lafayette—Cotton Mill.—A \$100,000 company is being organized to build cotton mill. Names of promoters not announced as yet.

Macon—Brewery.—Aeene Brewing Co. will enlarge its plant at cost of \$100,000.

Macon—Fertilizer Factory.—Thomas R. Ayre, Edwin S. Davis and others have incorporated Planters' Supply Co., with capital of \$6000, for manufacturing fertilizers.

Moultrie—Wood and Straw Works.—P. B. Allen, W. W. Ashburn, Z. H. Clark, J. B. Norman, Jr., and others are organizing \$30,000 company, with privilege of increasing capital to \$500,000, to manufacture products from light wood and pine straw.

Penfield—Knitting Mill.—E. R. Boswell and F. W. Woodham will establish hosiery mill. Machinery reported purchased.

Quitman—Mercantile.—Chartered: Quitman Grocery Co., with capital of not less than \$15,000 nor more than \$50,000.

Rome—Mercantile.—S. D. Cornwell and associates have incorporated Wolf & Cornwell Company, with capital of \$3000.

Savannah—Broom Factory.—George Schwarz & Sons are building new broom factory, which will have capacity of about fifty dozen brooms per day.

Savannah—Ice and Cold-storage Plant.—

George Arthur (care De Soto Hotel) will expend about \$150,000 for erection of 100-ton ice plant and cold-storage warehouse.

Statesboro—Ice Plant.—J. F. Fields has let contract for installation of five-ton ice plant. Summerville—Improvements.—City will vote February 25 on issuance of \$25,000 of bonds for public improvements. Address "The Mayor."

Waycross—Car Works.—George Dole Wadley will, it is reported, organize company to establish car works.

KENTUCKY.

Barboursville—Oil Wells.—Chartered: Greenbrier Oil & Refining Co., with capital of \$1,000,000.

Hopkinsville—Coal Mines.—Lee Hayden is negotiating with Eastern capitalists for sale of 12,000 acres of coal lands in Hopkins and Christian counties, also coal lands of the Carbondale Coal Co. of Carbondale and Crabtree Coal Co. of Isey.

Lexington—Oil Wells.—Incorporated: J. M. Pringle Company, capitalized at \$100,000, to drill for oil, etc.; Incorporated by J. M. Pringle, J. P. Pringle and T. F. Ward.

Louisville—Cement Plant.—Chartered: Kentucky Portland Cement Co. to manufacture rock, Portland cement, lime, etc.; capital stock \$900,000.

Louisville—Elevator Works.—F. S. Marrett of Boston, Mass., and others have purchased and will operate on an enlarged scale the elevator works of Geiger, Fiske & Koop Co. F. S. Marrett will be president, and John E. Wilkins, secretary.

Louisville—Street Improvements.—"Board of Public Works" is preparing plans for reconstruction and completion of several streets. Specifications are being drawn for surfacing certain streets with asphalt.

Louisville—Fertilizer Factory.—Currie Fertilizer Co. will erect new factory to cost \$10,000.

Louisville—Brick Works.—Hydraulic Brick Co. is erecting four new kilns and making other improvements at a cost of \$120,000.

Louisville—Packing Plant.—Louisville Packing Co. states there is absolutely no truth in the report mentioned last week that Pittsburg and Indianapolis parties had purchased its plant. The present company continues the plant as heretofore, W. W. Mason being vice-president and general manager.

Mt. Sterling—Telephone System.—Incorporated: Eastern Kentucky Telephone & Telegraph Co., capitalized at \$25,000, by J. A. Shively, Henry Watson and R. D. Wilson.

Owensboro—Cooperage.—Incorporated: Owensboro Cooperage Co., capitalized at \$16,000, by J. P. Lashbrook, M. A. Johnson and J. G. Small.

Paducah.—Incorporated: Brower-Fisher Company, capitalized at \$10,000, by F. M. Fisher and C. R. Brower.

Paducah—Lumber Company.—Chartered: Sherrill-Russell Lumber Co., with capital of \$75,000, by C. H. Russell and Luke Russell.

Paducah—Sand and Gravel Company.—Chartered: Ohio River Sand & Gravel Co., with capital of \$500, by R. H. and E. P. Noble.

LOUISIANA.

Angola—Gin and Lumber Plant.—Louisiana State penitentiary board, C. Harrison Parker, president, has ordered equipment for cotton gin, dry-kiln, saw-mill and barrel factory. W. R. Miller of Baton Rouge, La., has contract to erect the buildings.

Baton Rouge—Cannery.—Company will be organized, with capital of \$10,000, for establishing cannery. Address Wm. Peck, Alexandria, La.

Ethel—Saw-mill.—A large saw-mill will be built. F. T. Harris of Clinton, La., can give information.

Homer—Cotton-oil Mill and Electric Plant. Homer Cotton Oil Co., Ltd., will erect mill of sixty barrels daily capacity. C. M. Edwards is architect. Contract for machinery has been awarded. There is possibility of company installing 1000-light electric plant next summer.

Jennings—Oil Wells.—Nebraska Southern Oil & Development Co. has been organized, with capital of \$50,000, for development of oil wells, by O. V. Peebler of Jennings, R. B. Sutherland, George W. Ewing of Belson, Neb., and others.

Jennings—Oil Wells.—Alliance Oil Co. has completed organization, with capital of \$250,000; A. L. Walker, president; John M. Cooper, vice-president, and E. C. McMillen, secretary.

Jennings—Fish and Oyster Company.—Chartered: Jennings Fish & Oyster Co., with capital of \$3000, by W. J. Todd (president) and others.

Jennings—Oil Wells.—Mermentau River Oil Co. has been organized for development of oil wells; William Tyson Gooch, president; Howard Ackerman, vice-president; William J. Griffith, secretary, all of New York.

Jennings—Oil Wells.—Jennings & Welsh Oil Co. has been incorporated, with capital of \$50,000, for operating in the Jennings and Welsh fields. M. A. Quina of Pensacola, Fla., is president; E. F. Rowson, Jennings, first vice-president, and James Gresham, Mobile, Ala., secretary.

Lake Charles—Paper Mill.—Reiser Bros. have made proposition to build 20-ton paper mill, manufacturing from rice straw.

Lake Charles—Canal.—Fresh Water Canal Co. will issue \$300,000 of bonds and begin work on construction of its canal, twenty-five miles long. B. F. Holcomb, representing American Promoting & Trustee Co., is interested.

New Orleans—Telephone Improvements.—Cumberland Telephone & Telegraph Co., James E. Caldwell, president, Nashville, Tenn., contemplates making extensive improvements, including erection of three new telephone exchanges.

New Orleans—Charcoal, etc., Plant.—J. A. Mathieu of Georgetown, S. C., is investigating with a view to establishing plant for manufacture of charcoal, wood alcohol, tar, pyroigneous acid and fuel gas from refuse of saw-mills.

St. Bernard—Sugar Mill.—United Railway & Trading Co., Ltd., will build another mill with capacity of 1200 tons.

Tululah—Cotton-oil Mill.—Madison Cotton Oil Co. has been organized by F. P. Fox, W. M. Murphy and associates for erection of 60-ton cottonseed-oil mill. Address F. P. Fox, care of Hill City Oil Works, Vicksburg, Miss.*

Vidalia—Planting, Manufacturing, etc.—Sam Gelsenberger, J. J. Friedler and I. Friedler have incorporated Concordia Planting Co., with capital of \$100,000, for planting, manufacturing, etc.

Welch—Oil Refinery.—Central Oil & Refinery Co. has been incorporated. An issue of \$500,000 preferred and \$500,000 common stock is authorized. Central Oil Refining Co. of Beaumont, Texas, was reported recently to build large refinery at Welch.

MARYLAND.

Arden—Cannery.—A. R. Brown and A. J. Rogers will erect cannery.

Baltimore—Mineral-water Company.—E. O. Street Mineral Water Co. has been incorporated for dealing in carbonated and mineral waters, with capital stock of \$25,000, by Edmund O. Street, Allan L. Carter, Conway W. Sams and others.

Baltimore—Canning Factory.—C. F. Wright has contract for erecting canning factory at 918 Fell street. Building will be three stories, of brick, 60x95 feet, and cost \$8000.

Baltimore—Electric Plant.—United Railways & Electric Co., Wm. A. House, general manager, will convert old car barn into an electrical transformer station.

Baltimore—Steam-power Plant.—Crook, Horner & Co. have contract at \$24,500 for addition to steam-power plant of United Railways & Electric Co.

Baltimore—Chemical Company.—Keim Chemical Co. has been incorporated, with capital of \$50,000, for manufacturing chemical compounds, by James Armstrong, William Ernest, F. Armstrong, Wm. T. S. Showare and others.

Baltimore—Fruit-importing Company.—Italian Fruit & Importing Co. has been incorporated, with capital of \$100,000; A. Lathasa, president; Thomas Bozza, vice-president; A. Badali, treasurer; Joseph Valentine, secretary.

Baltimore—Terra-cotta Works.—Baltimore Terra-cotta Co. will rebuild its works recently burned.

Baltimore—Medicine Factory.—Charles G. Schnepfe, John Kuper, Chas. A. Zipp and Jacob Mellinger are the incorporators of Demelvo Chemical Co., reported recently. Address Frederick W. Feldner, Fidelity Building.

Baltimore—Gas Works.—Consolidated Gas Co. contemplates combining its three gas plants and erecting one large plant at Spring Gardens. Company is now building \$150,000 gasholder, for which Bartlett & Hayward have contract. Estimates have recently been taken on the erection of several buildings, which, together with other improvements contemplated, will cost \$500,000.

Baltimore—Saw-mills.—It is reported that Mann & Parker, Calvert Building, will erect saw-mills.

Belair—Improvement Company.—Belair

Suburban Improvement Co. has been incorporated, with capital of \$10,000, by John A. Evans, John H. Reckord, R. Harry Webster and others.

Cumberland—Coal Mines.—W. D. Althouse of Philadelphia, Pa., and A. J. Bloomfield of Tunnelton, Pa., have sold \$100,000 worth of coal properties to parties who will develop.

Loretta Station (not a postoffice)—Cannery. W. W. Roberts Packing Co. of Baltimore, Md., will erect cannery.

New London—Copper Mines.—E. S. Wertz of Washington, D. C., will develop copper mines that have been idle fifteen years.

Washington, D. C.—Medicine Factory.—Incorporated: American Fango Co., capitalized at \$100,000, by Eli Lesser, Ernest L. Squire, Thomas McGrath and others.

Washington, D. C.—Printing.—Chartered: Century Printing Co., with capital of \$25,000, by James A. Black, Abner E. Anson, Chas. W. Embury and others.

MISSISSIPPI.

Charleston—Improvement, etc.—Chartered: Charleston Improvement & Investment Co., capitalized at \$10,000.

Forest—Mercantile.—Chartered: Kreutzer, Winton & Co., with capital of \$100,000, by W. C. Winton and others.

Greenwood—Cotton Compress.—Chartered: Tallahatchie Compress & Storage Co., capitalized at \$100,000.

Grenada—Heading Factory.—Company will erect barrel-heading factory. Mr. Woolever will be manager.

Hattiesburg—Foundry and Machine Shops. Watkins Machine & Foundry Co. has increased its capital from \$25,000 to \$50,000.

Liberty—Real-estate Improvement.—Liberty Real Estate & Improvement Co. has been incorporated, with capital of \$15,000.

Liberty—Real Estate, etc.—Chartered: Liberty Real Estate & Improvement Co., capitalized at \$15,000.

Magee.—Chartered: W. C. Ellis Company, capitalized at \$25,000.

McComb City—Brick Works.—Chartered: White & May Brick Co., with capital of \$50,000, by J. J. White, Jr., James L. Alford and W. M. White.

McComb City—Cotton Mill.—McComb City Cotton Mills will increase capital \$100,000 to add 5000 spindles and 230 looms. Company now has 5000 spindles and 230 looms.

Moss Point—Sash, Door and Blind Factory. Northern capital will, it is said, be invested in erecting sash, door and blind factory. Address Dr. Anderson.

Moss Point—Water-works.—See item under Scranton.

Olive Branch—Mercantile.—Chartered: L. N. Brown Mercantile Co., capitalized at \$20,000.

Rosedale—Ice Factory.—Ice factory will be erected. Address Charles Scott.

Saratoga—Lumber Mill.—Saratoga Lumber Co., reported recently as having increased capital, will build dryhouse and make other improvements.

Scranton—Electric-light Plant, Water-works and Ice Factory.—S. S. Bush, Attila Cox, Chas. T. Ballard, Geo. Gaubert and others of Louisville, Ky., have purchased electric-light and water-works plants at Scranton, as recently reported. They will make extensive improvements to water-works system and construct central plant of 700 horse-power to supply electric power for lighting several Mississippi towns; in connection with the central station will install ice plant of twenty-five tons per day capacity. Company also has franchise for constructing new system of water-works at Moss Point, and will conduct the entire business under the name of Pascagoula & Northern Railway & Power Co. A. B. Sanders, C. E., is engineer in charge of construction, machinery and materials. Company will be conducted under supervision of Columbia Trust Co. of Louisville, Ky.; Attila Cox, president.

Senatobia.—Chartered: Blanchard Company, capitalized at \$4000.

Vicksburg—Road Improvements.—J. T. Crass of Chattanooga, Tenn., has contract at about \$100,000 for road improvements for government in Vicksburg national park.

West—Handle Factory.—Factory to manufacture axe, pick, hatchet, etc., handles will be established. Address L. S. Rogers.*

Winona.—Chartered: W. R. Witty & Son Co., capitalized at \$18,000.

Yazoo City—Mercantile.—Chartered: C. Livingston Company, with capital of \$25,000, by C. Livingston and others.

Yazoo City—Furniture Company.—Chartered: Stein-Williams Furniture Co., with capital of \$10,000, by Samuel J. Stein and others.

MISSOURI.

Billings—Flour Mill.—Kastendieck-Blades Milling Co. will double capacity of its mill.

Cape Girardeau—Lumber Company.—Chartered: Vogelsanger Hardware & Lumber Co., with capital of \$20,000, by John F. Vogel-sanger and others.

Farmington—Land Improvement.—Manhattan Lead & Land Co. of St. Louis has purchased 100 acres of land in St. Francis county, and will lay off town lots, build houses and make other improvements.

Kansas City—Rice Mill.—Hurd Rice Milling Co. has been incorporated, with capital of \$100,000, by Albert Burns, Burton D. Hurd, J. O. Leary and others.

Kansas City—Iron Works.—Witte Iron Works Co., whose plant was recently damaged by fire, is repairing same, and will have an increased output.

Mountain Grove—Electric-light Plant.—Ozark Cold Storage Co. will build electric-light plant. Engineer not engaged nor contracts let.*

New Madrid—Saw-mill.—Mishler Lumber Co., reported lately incorporated, has band-saw mill completed with capacity of 25,000 feet per day.

Savannah—Telephone Company.—Haynie Telephone & Manufacturing Co. has been incorporated, with capital of \$15,000, by George A. Haynie, James Huston and Leslie N. Fry.

St. Louis—Furniture and Carpet Company. Chartered: Charles H. Thuner Furniture & Carpet Co., with capital of \$20,000, by Chas. H. Thuner and others.

St. Louis—Realty Company.—Alden-Hall Realty Co., with capital of \$50,000, has been incorporated by William C. Little, M. S. Little and Alden H. Little.

St. Louis—Grocery.—Chartered: Wulding Grocer Co., capitalized at \$150,000, by Charles Wulding, John Henneberger, Edward Henckler and others.

St. Louis—Furniture Company.—Chartered: J. H. Crane Furniture Co., capitalized at \$50,000, by John H. Crane, Archie K. Bonham and John R. Wilder.

St. Louis—Shoe Company.—Chartered: Huelsmann Shoe Co., capitalized at \$15,000, by Frederick Huelsmann and others.

St. Louis—Cutstone.—Chartered: Thym Cutstone Co., capitalized at \$12,000, by Henry Thym and others.

St. Louis—Stove Company.—C. Heinz Stove Co., with capital of \$40,000, by C. Heinz, Theo. F. W. Zimmerman, Jr., A. E. Ameiss and others.

St. Louis—Planing Mills.—Reheis-Rolfes and Eau Claire-St. Louis lumber companies have consolidated, and will operate as the Eau Claire Lumber Co., with capital stock of \$800,000.

St. Louis.—Chartered: St. Louis Concession Co., with capital of \$25,000, by George E. Kingsley and others.

St. Louis.—Chartered: Ben Many Merchant Tailor Co., with capital of \$5000, by Ben Many and others.

St. Louis—Iron-ore Mines.—W. F. McClurg & Co. of West Plains, Mo., have leased the Carson iron mine from St. Louis Blast Furnace Co., and will operate same.

St. Louis—Development.—Chartered: Cahokia Development Co., with capital of \$15,000, by Thomas F. Morrison, Harry Scullin, Chas. Gilbert and others.

St. Louis—Oil supply Company.—Mound City Oil & Supply Co. has increased capital from \$2000 to \$10,000.

St. Louis—Real Estate.—Chartered: John McMenamy Investment & Real Estate Co., with capital of \$20,000, by John McMenamy and others.

St. Louis—Realty Company.—Charleville Realty Co. has been incorporated, with capital of \$10,000, by Chas. A. Faris, Theodore Benoit, Jos. O'Grady and others.

St. Louis—Chewing-gum Factory.—Valentine Manufacturing Co. of Nashville, Tenn., manufacturer of chewing gum, is investigating with a view to establishing plant in St. Louis.

Warrensburg—Gas and Oil Wells.—J. C. Christopher is mentioned in connection with proposed organization of \$25,000 company to drill for oil and gas.

NORTH CAROLINA.

Albemarle—Knitting Mill.—Wiscasset Mills Co. will meet February 3 to vote on increasing capital from \$300,000 to \$450,000 for erection of hosiery and underwear mill. Present plant has 20,000 spindles, manufacturing hosiery yarns.

Asheville—Land Improvement, Water-power, etc.—George W. Vanderbilt (of New York) has purchased the upper Davidson

river lands, together with the water-power, and will improve same, erect railway station, etc.

Bryson City—Tannery.—H. Gildersleeve of Johnson City, Tenn., representing United States Leather Co., is preparing to erect tannery at Bryson City with capacity of 300 hides per day; company is also reported as preparing to establish plant at Old Fort, N. C.

Charlotte—Card-clothing Factory.—W. H. Bigelow, 12 West Fourth street, has established a \$15,000 plant to manufacture card clothing, reclothing, tops, lickers-ins, etc.

Clinton—Tobacco Company.—Chartered: Sampson Farmers' Tobacco Warehouse Co., with capital of \$20,000, by J. E. Royal, J. R. Hiatt, L. A. Bethune and others.

Granite Falls—Cotton Mill.—Granite Falls Manufacturing Co. will add spinning machinery. Now has 5000 spindles.

Greensboro—Gas Plant.—Greensboro Electric Co. has franchise for supplying town with gas, and will lay pipes, etc.

Greensboro—Machine Shops.—Wysong & Miles Company has been incorporated, with authorized capital of \$50,000, for manufacturing iron and woodworking machinery. O. C. Wysong, G. H. Miles, J. A. Kleenmeier and others are the incorporators.

Harrisburg—Cotton Mill.—It is reported that Northern capitalists will furnish \$40,000 and local investors \$10,000 for the erection of a cotton mill. Probably J. F. Alexander or J. F. Harris can give information.

Hickory—Furniture Factory.—Martin Furniture Co. has increased capital stock from \$50,000 to \$100,000, and will probably enlarge its sideboard factory.

Hickory—Light and Power Company.—Thornton Light & Power Co. has been incorporated, with capital of \$50,000, by M. E. Thornton, A. A. Shuford, J. A. Martin and E. B. Cline.

Morgantown—Cotton Mill.—It is reported that a cotton gingham mill will be built by stockholders of Alpine Manufacturing Co., and that Locke Erwin will be manager.

Old Fort—Tannery.—See item under Bryson City, N. C.

Spencer—Car-repair Shops.—It is reported that the Pullman Palace Car Co. of Chicago, Ill., will establish \$50,000 car-repair plant at Spencer.

Statesville—Lumber Mill and Furniture Factory.—W. P. Ingram & Co., whose lumber mill was recently burned, may reorganize and rebuild, installing machinery also for the manufacture of furniture.

Statesville—Furniture Factory.—The \$30,000 company reported recently to be organized by D. A. Miller, E. M. Purdy and others for manufacture of sideboards, hall racks, tables, etc., will be known as Statesville Furniture Manufacturing Co. J. C. Steele is president; W. D. Turner, vice-president; D. A. Miller, secretary, and E. M. Purdy, superintendent.*

Statesville—Furniture Factory.—Jacob Christ will organize company for establishing furniture factory.

Statesville—Furniture Factory.—Incorporated: Imperial Manufacturing Co., capitalized at \$50,000, for manufacturing furniture, by D. A. Miller, Eugene Morrison, J. C. Steele, W. A. Thomas, T. L. Greene and others.

Weldon—Ice Factory.—F. N. Stainback and S. P. Robinson of Greensville county, Virginia, will erect ice factory.

Wilmington—Tobacco Factory.—Wilmington Tobacco Warehouse Co., recently reported organized, etc., has purchased site and will erect at once warehouse 100x200 feet, on which it wants bids. Company will expend about \$20,000 in erecting plant; W. E. Worth, president.*

Wilson—Tobacco Factory.—Wells-Whitehead Tobacco Co. will double capacity of its plant.

SOUTH CAROLINA.

Charleston—Timber Company.—United Timber Co., capitalized at \$100,000, has been incorporated, with L. K. Freeman, president; Bright William, vice-president, and R. L. Montague, manager.

Chesterfield—Naval-stores Company.—Chesterfield Naval Stores Co. will be incorporated, with capital of \$15,000.

Congaree—Kaolin Mines.—Kaolin beds will be developed on property of J. Francis Smith.

Dillon.—Incorporated: J. W. Dillon & Son Co., capitalized at \$25,000, by J. W. Dillon, president, and others.

Greenville—Cotton Mill.—H. P. McGee proposes organizing McGee Manufacturing Co., with capital stock of \$100,000, to build an eight-set mill for manufacturing waste yarns.

Laurens—Mercantile.—T. D. Darlington and S. J. Craig have incorporated Fuller-Darlington Mercantile Co., capitalized at \$15,000.

Mullins—Furniture Company.—Incorporated: Mullins Furniture Co., capitalized at \$300, by W. P. Martin, D. T. Rushing and D. K. McDuffie.

Rock Hill—Electric and Water Plants.—George MacDonald of New York, Frank W. Larned of Wilkesbarre, Pa., and associates have purchased Rock Hill Water, Light & Power Co. and plants at about \$70,000. It is reported that extensive improvements will be made.

Spartanburg—Mattress Factory.—A. D. Cooper is organizing company to build mattress factory.

Sumter—Lumber Mill.—Lukens Lumber Co. will rebuild its plant recently burned at loss of \$12,000; J. F. Laughery, superintendent.*

Sumter—Saw-mill.—J. M. Betts & Co. of Philadelphia, Pa., will, it is reported, build saw-mill at Sumter.

TENNESSEE.

Athens—Mercantile.—Chartered: McKelvin & Reed Company, with capital of \$20,000, by Hugh M. McKelvin and others.

Athens—Electric-light Plant, etc.—Prather & Walker have purchased and will operate Athens electric plant, installing new engine, etc.; will also erect buildings to enlarge their planing and woodworking mill.*

Chattanooga—Mattress Factory.—Alexander Manufacturing Co. will enlarge its mattress factory.

Chattanooga—Brewery.—Chattanooga Brewing Co. has decided to continue certain improvements recently begun, and on which about \$200,000 will be expended.

Chattanooga—Machinery Works.—Standard Machinery Co. is installing new machinery for manufacture of devices for furnaces, cotton mills, etc.

Chattanooga—Land Company.—Chartered: Central Land Association, with capital of \$20,000, by J. W. Adams, Harry C. Adams, Chas. V. Payne and others.

Chattanooga—Electric-power Plant.—Chattanooga Light & Power Co. has purchased site at \$6000 for its proposed improvements and enlargements reported lately to be made at a cost of \$200,000. W. E. Boileau of Schenectady, N. Y., will have charge of surveys for proposed new brick building; 200-foot stack will be erected, and on completion of building four steam turbine generators of 750 horse-power will be installed.

Clarksville—Mercantile.—Southside Mercantile Co. has increased capital from \$10,000 to \$25,000.

Clarksville—Bridge.—Louisville & Nashville Railroad Co. will replace middle span of bridge across Cumberland river at Clarksville; cost of improvement will be between \$50,000 and \$75,000; Geo. E. Evans, general manager, Louisville, Ky.

Crossville—Coal Mines.—Mead Gap Coal Co., which has been prospecting its 3200 acres of coal lands in Cumberland county, will apply for charter. W. H. Crawford of Nashville is looking after the developments, and may be addressed.

Dyersburg—Electric-light Plant.—City has issued \$50,000 of bonds for proposed extension of its electric-light and water systems. Address Mayor W. A. Fowlkes, Jr.

Huntsville—Timber-land Development.—Binghamton (N. Y.) parties have purchased large tracts of timber lands in Huntsville, and will construct railroad and build several mills for developing the property. Address D. P. Selleck of Binghamton, N. Y.

Kingston—Stove Company.—Carbon Hill Stove Co. has been incorporated, with capital of \$10,000, by B. C. Watkins, L. W. Llewellyn, E. D. Phillips and others.

Lenoir City—Car Works.—Southern Car & Foundry Co. (principal offices, Birmingham, Ala.), now controlled by the Standard Steel Co., as recently reported, will erect new building at Lenoir 120x225 feet and increase its output from eight to twelve cars per day.

Lewisburg—Turnpike Company.—Hardison Mills Turnpike Co. has been incorporated, with capital of \$1500, for constructing turnpike ten miles in length by M. P. Hardison, R. H. Jackson, V. E. Hardison and others.

Livingston—Oil Wells.—A. G. Keisling contemplates drilling several oil wells, but has not as yet made any arrangements.

Livingston—Coal Mines, etc.—Peacock Coal & Coke Co. has been incorporated, with capital of \$25,000, by Wm. McNelis, J. S. Simcox, J. S. Cline, M. A. R. McNelis and others.

Memphis—Red-cedar Works.—Chartered: Gulf Red Cedar Co., by Gustavus Milhiser, T. K. Parrish, J. Scott Parrish and others.

Nashville—Electric Signal Alarms.—Geo. T. Crawford, superintendent Tennessee District Telegraph Co., Atlanta, Ga., is making arrangements for installation of a system of night watch electric signal alarms in Nashville.

Nashville—Printing.—Chartered: Boylin Printing Co., with capital of \$3000, by W. J. Boylin, H. R. Height and W. F. Davis.

Rutledge—Broom Factory.—Clyde E. Smith will establish broom factory.*

St. Bethlehem—Tobacco Factory.—E. B. Ross & Co. will establish tobacco factory.*

Sweetwater—Stock-raising.—W. D. Browder and associates are organizing company for raising stock, etc.

Trenton—Electric-light Plant.—City will vote on purchase of the electric-light plant owned by Wade & Keenan. Address "The Mayor."

Tullahoma—Coal Mines.—Sewanee Coal, Coke & Land Co. has purchased 4000 acres additional coal lands (as recently reported), is opening mines and will soon furnish 1500 additional tons per day; John E. Patton, manager.

Waldensia—Coal and Coking Plant.—Chicago-Tennessee Coal & Coke Co. is proceeding with development of its coal properties and construction of coke ovens; offices at 125 La Salle street, Chicago.

Wallace—Electric-light Plant.—W. S. Waite contemplates establishing electric-light plant.

TEXAS.

Amarillo—Furniture Company.—Maddrey & Kenyon Furniture Co. has been incorporated, with capital of \$25,000, by W. S. Maddrey, H. G. Hendricks and others.

Amarillo—Mercantile.—Chartered: Amarillo Produce & Commission Co., with capital of \$20,000, by E. W. White and others.

Amarillo—Mercantile.—Chartered: Amarillo Produce & Commission Co., with capital of \$20,000, by R. G. Love and others.

Bryan—Cotton Mill.—A. M. Hatcher & Co., 500 Klam Building, Houston, Texas (representing New York capitalists), have made proposition for establishment of \$300,000 cotton mill.

Centerville—Mercantile.—Chartered: Centerville Mercantile Co., with capital of \$10,000, by J. F. St. John and others.

Corsicana—Oil Wells.—Smith & Kerr Oil Co. has been incorporated, with capital of \$10,000, by T. P. Kerr, O. A. Smith and I. J. Kerr.

Dallas—Heating and Ventilating.—Southwestern Heating & Ventilating Co. has been incorporated, with capital of \$30,000, to manufacture heating and ventilating machinery, by J. M. McCommick, J. H. Smith and H. T. Dorsington.

Harleton—Lumber Mill.—Grogan Lumber Co. has changed name to Ledwick Lumber Co. and increased capital from \$30,000 to \$50,000.

Houston—Furniture Factory.—Heber Stone, president Brenham (Texas) Furniture Co., is said to be investigating Houston as location for furniture factory.

Longview—Crate, etc., Factory.—Longview Crate & Woodenware Manufacturing Co. has increased capital from \$10,000 to \$20,000.

Malakoff—Brick Works.—Chartered: Malakoff Pressed Brick Co., with capital of \$5000, to manufacture brick and clay products, by W. L. Grabbie, J. J. Logue and H. L. Flagg.

Neches—Box Factory.—T. J. Posey's box and crate factory, reported last week, will cost about \$1000.*

Orange—Irrigation Canal.—S. M. Scott Realty Co. of Beaumont, Texas, has recently organized Oriental Seed Rice Co., with capital of \$100,000, and Ira H. Scott, general manager. Company takes over 1336 acres of rice lands, and will excavate three and one-half miles of main canal during the present season; will also build long, wide sheds convenient for stacking.

Palacios City (not a postoffice)—Land Improvement.—Palacios City Townsite Co. has been incorporated, with capital of \$50,000, by S. J. Johnson, D. C. Richie & Co. and others of Calcasieu.

Paris—Mercantile.—Chartered: Famous Shoe Store, with capital of \$25,000, by H. E. Hutchison and others.

Paris—Cattle Ranch.—Incorporated: Three Circle Ranch Cattle Co., capitalized at \$125,000, by P. J. Pierce, Geo. H. Williams, R. W. Wertham, Otto S. Perfect and D. C. Pierce.

Smithville—Sewerage System.—Smithville Sewerage Co. has been organized, has franchise for sewerage system, and will construct same; A. B. Mayfield, president; Emil Buescher, vice-president, and George Hill, secretary.

Waxahachie—Cotton Gin.—Waxahachie Gin Co. has been incorporated, with capital of \$10,000, by J. Lee Penn of Waxahachie and V. O. Rosser of Kansas City, Mo.

VIRGINIA.

Alexandria—Metal Works.—Southern Expanded Metal Co. has increased capital from \$50,000 to \$100,000.

Alexandria—Pump Works.—Emerson Steam Pump Co., recently reported incorporated with capital stock of \$1,000,000, has purchased properties of the Emerson Pump Co., and will build commodious shops, also brass and iron foundry. Production will be steam pumps, foot valves and strainers covered by patents owned by company. Company has not yet decided whether shops will be of steel and brick or brick and wood, and as to whether tools will be electrically or shafting and pulley driven; W. R. Emerson, vice-president, 1331 T street N. W., Washington, D. C.

Bedford City—Asbestos Mines.—Bedford Mining Co. has been organized, with capital of \$500,000, for developing asbestos mines in Bedford county. Barr Spangler is president; Amos Zigler, vice-president, and J. A. Monk, secretary.

Bedford City—Cannery.—H. M. Johnston will establish cannery.*

Big Island—Pulp and Paper Mill.—Bedford Pulp & Paper Co. (Richmond, Va.) will build additional mill at Big Island. Will build new dam, stone abutments, etc., and is ready to accept bids on these and buildings, but not yet ready for machinery.*

Big Stone Gap—Oil and Gas Wells.—Fiat Lick Oil & Gas Co. has been incorporated, with capital of \$25,000, for sinking wells, constructing pipe lines, refining oils, etc.

Crab Orchard—Coke and Coal Plant.—Imboden Coal & Coke Co. is preparing to erect large coal and coke plant.

Dido—Cannery.—Charles E. Davis and others will build cannery, operating as Dido Canning Co.

Fredericksburg—Cannery.—Roberts Bros. (offices in Baltimore, Md.) will increase their canning facilities this season.

Norfolk—Coal Lands.—It is reported that Hocking Valley Railway (N. Monsarrat, president, Columbus, Ohio) has purchased 250,000 acres of coal lands in Buchanan county at about \$250,000. E. W. & W. K. Wolcott of Norfolk are said to have made the sale.

Norfolk—Supply Company.—Chartered: Virginia-Carolina Supply Co., with capital of \$25,000, for manufacture of machinery, etc. C. A. Nash is president; A. A. Tomlinson, general manager.

Norfolk—Land Improvement.—T. P. Gary Company has been incorporated for improving real estate, etc.; capital \$25,000.

Norfolk—Chartered: East Brambleton Home Club, with authorized capital of \$5000, to deal in and improve real estate. Henry Macnamara is president; E. K. Zirkle, secretary.

Norfolk—Railway Equipment.—Bowen & Street Equipment Co. has been incorporated, with capital of \$10,000, for conducting general railway equipment business. J. E. Bowen is president; J. A. Street, vice-president, and D. B. White, secretary.

Orange—Water works.—City will vote on issuance of bonds for construction of water works. Address "The Mayor."

Richmond—Tobacco Stemmy.—Continental Tobacco Co. (principal office in New York) will rebuild its tobacco stemmy, burned this week at a loss of \$60,000.

Richmond—Bookbinding.—L. H. Jenkins, book manufacturer, has had plans prepared by Wm. O. West for erection of new two-story brick factory 100x125 feet. George W. Lambert & Co. have contract.

Richmond—Clothing Factory.—Richmond Garment Co. has been incorporated for manufacturing clothing, with capital of from \$5000 to \$10,000. Joseph O'Connor is president; Samuel Weinburg, vice-president, and E. J. O'Connor, secretary.

Richmond—Coal Mines.—N. J. Rust and B. T. Davis have purchased Gayton coal mines for \$105,000, and will inaugurate extensive developments at once.

Richmond—Plumbing, etc.—Chartered: Morgan R. Mills & Co., with capital of from \$10,000 to \$25,000, for conducting tinning, plumbing and electrical business.

Richmond—Packing Plant.—Virginia Packing Co. will expend \$30,000 in enlarging its plant.

Richmond—Stemmy.—Continental Tobacco Co. will rebuild its stemmy, burned at loss of \$50,000.

Roanoke—Guano Factory.—Roanoke Guano Co., operating large factory, will be incorporated by W. W. Campbell, J. C. Wright and W. H. Knight.

Stanton—Lumber and Tie Mills.—J. S. Panckake and N. W. Mercereau of Romney, W. Va., manufacturers of lumber, railroad ties, etc., have purchased 600 acres of timber lands near Stanton, and will organize Valley Lumber & Tie Co. to develop the property.

Swordcreek—Coal Mines.—B. J. Wipor & Son have purchased and are developing coal properties with capacity of thirty tons per day; will build narrow-gauge road to mines and make other improvements for increasing facilities.

West Point—Package Factory.—Chesapeake Package Co. will remove its plants to West Point from Baltimore, Md., and install new machinery.

WEST VIRGINIA.

Century—Coal Mines.—Century Coal Co., John K. Shaw, president, 10 South street, Baltimore, Md., will open up another mine for increasing its output; present capacity between 1500 and 2000 tons a day.

Charleston—Fuel Company.—Apache Fuel Co. has been incorporated, with capital of \$100,000, by A. D. Meade, C. E. Rudesill, C. H. Mead, Albert Young and others.

Charleston—Construction Company.—Southern Paving & Construction Co. has been incorporated, with capital of \$100,000.

Charleston—Hardware Company.—W. F. Sawyer Company has been incorporated, with capital of \$50,000, by W. F. Sawyer and others.

Charlestown—Brewery.—Leder-Weldeman Brewing Co. has been organized and purchased Harper's Ferry Brewery.

Charleston—Fuel Company.—Incorporated: Apache Fuel Co., capitalized at \$100,000, by A. D. Meade, C. E. Rudesill, C. H. Mead and others.

Clarksburg—Boiler Works.—W. T. Uhrig, boiler manufacturer, of Kansas City, Mo., is reported as to build large boiler works at Clarksburg.

Clarksburg—Oil Wells.—J. E. Callahan of Canton, Ohio; Judge Bailey of Alexandria, Va.; B. L. Spencer and others of Baltimore, Md., have incorporated Doddridge County Oil Co., with capital of \$500,000, for development of oil properties owned by the company in West Virginia.

Dingess—Coal and Coke Plant.—Chartered: Pittsburg & Tidewater Coal & Coke Co., capitalized at \$1,500,000, for mining coal and manufacturing coke, by Edwin Ripley, H. D. Gamble, C. G. Glatzen and C. A. Parker of Pittsburg, Pa., and C. K. Totten of Allegheny, Pa.

Fairmont—Telephone Company.—Fairmont Home Telephone Co. has been incorporated, with capital of \$25,000, by C. L. Michael, F. P. Kelley, M. M. Ogden and others.

Huntington—Bottling Works.—Chartered: Huntington Bottling Works, with capital of \$10,000, by J. B. Stevenson, C. S. London, F. S. Kanode and others.

Huntington—Oil Wells.—Chartered: West Virginia & Kentucky Gas & Oil Co., capitalized at \$200,000, by G. F. Miller, G. N. Biggs, L. H. Cox and others.

Matewan—Coal Mines.—Mate Creek Coal Co. has been incorporated, with capital of \$25,000, by J. F. Beavers of Welch, W. Va.; A. M. Sites of Huntington, W. Va.; Adolph Elmsinger of Richmond, Va., and others.

Mingo—Coal Mines.—Pittsburg & Tidewater Coal & Coke Co. has been incorporated, with capital stock of \$1,000,000, by H. D. Gamble, C. G. Glatzen, C. A. Parker and others of Parkersburg, W. Va.

Morgantown—Glass Works.—West Virginia Plate Glass Co. has let contract for erection of \$85,000 iron building for its plant previously reported. F. S. Brockett is general manager.

Morgantown—Store System.—United Supply Co. has been organized to conduct a general store system in the Pocahontas coking district. United States Steel Corporation interests have formed the company. J. W. Anawalt is general superintendent; offices in Carnegie Building, Pittsburg, Pa.

Wheeling—Mercantile.—Chartered: Fred Blum Grocery Co., with capital of \$50,000, by F. A. Blum and others.

Wheeling—Stove and Range Foundry.—Wheeling Stove & Range Co. will install several thousand dollars' worth of new machinery for increasing its capacity, and will later on install machinery for manufacture of lamps.

INDIAN TERRITORY.

Ardmore—Water-works.—American Light & Water Co. of Indianapolis, Ind., has contract for constructing water-works at Ardmore recently reported. Contract does not include boilers and engines.

Davis—Mercantile.—Chartered: Denton-Cherry Grocery Co., with capital of \$12,000, by R. O. Denton and others.

Davis—Water-works.—George C. Bayne of Joplin, Mo., has contract for constructing water-works at Davis.

Haileyville—Coal Mines.—Hailey Coal Co. has been incorporated, with capital of \$300,000, by Dr. Haley of Haileyville, L. W. Bryan, James Elliot and G. L. Blackford of Kansas City, Mo.

OKLAHOMA TERRITORY.

Chanute—Land Company.—Chartered: Chanute Land & Loan Co., with capital of \$10,000, by P. C. Smallwood, I. D. Woodward, L. H. Scheldmante and others.

Hobart—Mineral Prospecting.—Incorporated: Southwestern Exchange, capital stock \$410,000, to prospect for minerals, by Levi Frye of Hobart, J. W. White and C. F. Lawrence of Lugert, O. T.

Lawton—Drug Company.—Owl Drug Co. has been incorporated, with capital of \$10,000, by Adam B. Fair, L. T. Gooch, Sam Huber and others.

Oklahoma City—Land Improvement.—Carmen Townsite Co. has been incorporated, with capital of \$25,000, by F. P. Johnson, A. M. Coffman and others.

Shawnee—Railroad Shops.—Chicago, Rock Island & Pacific Railroad has purchased site for extensions to its Shawnee shops. C. A. Goodnow of Chicago, Ill., is general manager.

Shawnee—Water-works.—City will issue \$25,000 of bonds for construction of water-works. Address "The Mayor."

BUILDING NOTES.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Arlington, Ga.—Hotel.—W. J. Horsley has closed contract with W. T. Jay of Shelman for erection of \$8000 hotel.

Atlanta, Ga.—Apartment-house.—E. S. Riley will, it is said, erect apartment-house.

Atlanta, Ga.—Residence.—Joseph B. Whitehead has purchased site at \$11,000 and will erect residence.

Atlanta, Ga.—Business Building.—Healey Real Estate & Improvement Co. will rebuild structure recently burned; building will be four stories, of brick and plate glass, after plans by W. F. Denny.*

Atlanta, Ga.—Store Building.—M. B. Berry will rebuild his store recently burned; building will be three stories, and erected from plans by W. F. Denny.

Atlanta, Ga.—Hotel.—Kimball House will be improved and remodeled at cost of \$100,000. Address Hugh T. Inman.

Baltimore, Md.—Dwelling.—Louis K. Gutman has had plans made by J. E. Sperry for erection of three-story addition 20x42 feet to residence; cost of improvements, \$15,000.

Baltimore, Md.—Store Building.—Isaac Benesch & Sons are having plans made by Chas. E. Cassell for erection of four-story brick, plate-glass and terra-cotta store building 30x114 feet, to cost \$50,000.*

Baltimore, Md.—Apartment-house.—Plans have been prepared for erection of seven-story brick, stone and terra-cotta apartment-house 50x150 feet at Lanvale street and Arlington avenue, to cost \$70,000. Stock company with capital of \$100,000 will, it is said, be organized. Dr. James Bosley is said to be interested.

Baltimore, Md.—Warehouse.—Henry Pierson has contract for erection of three-story warehouse 50x100 feet for William Numsen & Sons.

Baltimore, Md.—Church.—Eutaw Methodist Protestant Church will build new edifice either at Lauraville or Hamilton; Rev. J. W. Norris, pastor.

Baltimore, Md.—Clubhouse.—Elite Building Co., recently organized for erecting club building, has elected Henry P. Mann, president, and Chas. Schaefer, treasurer.

Baltimore, Md.—Office Building.—Baldwin & Pennington are preparing plans for eight-story addition to Fidelity Building.

Baltimore, Md.—Building.—Thomas B. Stanfield & Son have contract to erect three-story building corner of Lexington street and Rogers avenue, of brick, 12x40 feet, and to cost \$5000.

Baltimore, Md.—Dwellings.—United Real Estate Co., W. L. Haworth, president, will erect twenty-four two-story dwellings.

Baltimore, Md.—Church.—Church of Disciples (Rev. Peter Almslie, Calhoun street, near

Lombard street) has purchased site for erection of edifice.

Baltimore, Md.—Church.—St. Paul's Reformed Church has accepted plans by Joseph E. Sperry for its \$30,000 edifice and awarded contract for erection to Francis A. Klunk.

Baton Rouge, La.—Hotel.—It is proposed to build a \$30,000 hotel. Probably W. R. Miller, contractor, can give information.

Bristol, Tenn.—Va.—Business Building.—John R. Dickey will erect business building, as lately reported. No contracts have been awarded.*

Bryson, Tenn.—Department Store.—Lee Brooks will build department store.

Centerville, Md.—F. E. & H. R. Davis of Baltimore, Md., are preparing plans for two-story brick store building for Alfred Green; cost \$12,000.

Charlotte, N. C.—College.—C. C. Hook is preparing plans for enlargements and improvements to Davidson College.

Chester Bridge, W. Va.—Clubhouse.—A. Degler and associates propose erecting 12-room clubhouse, and want plans for same.*

Chestertown, Md.—Depot.—Contract awarded to A. M. Culp for erection of Pennsylvania Railroad's proposed depot.

Clinton, La.—School.—W. R. Miller, lately mentioned as supplying plans for proposed \$2500 school, is also contractor. He is of Baton Rouge, La.

Clintwood, Va.—Hotel.—Roland E. Chase is forming company to build 40-room hotel.

Dublin, Ga.—Hotel.—New Dublin Hotel will build annex 80x100 feet, three stories high.

Danville, Ky.—Building.—A. J. Craig of Covington has contract at \$58,000 for erecting additional buildings (previously reported) for Kentucky Institution for Deaf. T. F. Clark has contract at \$14,000 for the plumbing.

Edmond, O. T.—Hall.—Oklahoma University will expend \$35,000 to build science hall.

Fort Dade, Fla.—Wharf.—Robt. S. Welsh, quartermaster, will receive proposals (in triplicate) until February 19 for constructing wharf. United States reserves usual rights. Information on application.

Fort Hunt, Va.—Coal Shed.—Geo. H. McManus, captain artillery corps, quartermaster, Fort Washington, Md., will receive sealed proposals (in triplicate) until February 23 for constructing coal shed for electric plant, coal-shed addition to pump-house, and wagon shed at Fort Hunt. Information regarding plans and specifications may be obtained at office.

Fort Smith, Ark.—Depot.—St. Louis & San Francisco Railroad Co. will shortly begin work on erection of its proposed \$50,000 depot; B. L. Winchell, general manager, St. Louis, Mo.

Franklin, La.—Courthouse.—County will build \$10,000 courthouse. Address "County Judge."

Gainesboro, Tenn.—Courthouse.—James H. Yeatman of Nashville, Tenn., has contract at \$17,500 for erection of courthouse.

Grafton, W. Va.—Depot.—Baltimore & Ohio Railroad Co., George L. Potter, general manager, Baltimore, Md., will expend \$10,000 in improving its Grafton depot. Edw. Brady & Sons of Baltimore, Md., have contract.

Greensboro, N. C.—Building.—Greensboro Storage & Transfer Co. will build two-story brick addition 32x55 feet.

Greensboro, N. C.—Public Building.—Congress has made an appropriation for an extension to government building; James Knox Taylor, supervising architect, Treasury Department, Washington, D. C.

Hardinsburg, Ky.—Church.—Brick church to cost \$8000 will be erected. Architect has not been employed, and no contracts awarded. Address W. F. Hogard.*

High Point, N. C.—Warehouse.—Continental Furniture Co. will rebuild its warehouse recently burned. W. R. Smith has contract, and all material has been purchased.

Irvington, Va.—Bank.—First State Bank, W. J. Riggott, president, will erect two-story brick building.

Jackson, Miss.—Bank.—Capital National Bank, R. W. Millsaps, president, will erect building.

Lafayette, La.—Opera-house.—F. E. Moss will erect brick and iron opera-house.

Luray, Va.—Parsonage.—Luray Methodist congregation will build \$10,000 parsonage. Address "The Pastor."

Macon, Ga.—Theater.—Academy of Music Co. will remodel its building, plans for which are being prepared.

Macon, Ga.—Store Building.—Frank Gunn will erect block of store buildings, plans for which are being prepared.

New Orleans, La.—Auditorium.—Charles Slead has contract at \$11,300 for building temporary auditorium recently mentioned.

New Orleans, La.—Hotel.—Alfred Marks, representing New York parties, has, it is said, closed deal for erection of \$2,000,000 hotel.

Oklahoma City, O. T.—Schools.—City has received plans and specifications for erection of three 12-room schools to cost \$100,000. Address "The Mayor."

Owingsville, Ky.—Courthouse, etc.—Bath county will build pesthouse to replace burned structure; also contemplates improving courthouse by addition of tower for clock and bell. Specifications have not been approved as yet, but in April it is probable clock and bell will be wanted. E. W. Smith of Lexington, Ky., is the architect. John A. Daugherty, county judge, can be addressed.

Pensacola, Fla.—Hall.—A. V. Clubbs has contract for erecting proposed I. O. O. F. hall.

Richmond, Va.—Building.—Virginia State Insurance Co. has had plans made by Noland & Baskerville for erection of five-story brick building 54x103 feet.

Richmond, Va.—Warehouse.—Seaboard Air Line has purchased site at \$18,000 and will erect warehouse; J. M. Barr, general manager, Portsmouth, Va.

Richmond, Va.—Office Building.—Richmond Realty & Development Co., Philip Whitlock, president, will erect office building.

Roanoke, Va.—Depot.—Plans are about finished for proposed Norfolk & Western depot recently reported; cost \$100,000; F. J. Kimball, president.

Roland Park, Md.—Residence.—Roland Park Company is erecting \$16,500 residence for Robert P. Graham.

Rome, Ga.—Depot.—Southern Railway Co., C. H. Ackert, general manager, Washington, D. C., will build depot at Rome.

Salem, Va.—College.—N. Hockman has completed plans and specifications for proposed \$10,000 improvements to Roanoke College.

Selma, Ala.—Club Building.—Selma Lodge of Elks, L. Benish, president, will advertise for plans for \$15,000 clubhouse.

Salisbury, Md.—Bank Building.—Salisbury National Bank will build new structure, two stories, of brick and stone, with new vaults, etc., at a cost of \$25,000. Plans have not been matured.

Salisbury, Md.—Store Building.—R. E. Powell & Co. will erect four-story brick and iron department store to cost \$40,000.

Shawnee, O. T.—City Hall.—City will issue \$30,000 of bonds for erection of city hall. Address "The Mayor."

Statesville, N. C.—Hotel.—Hotel Iredell (Geo. S. Powell, owner) will erect 50-foot addition and otherwise improve its buildings.

St. Louis, Mo.—Hotels.—Hotel Realty Co. has been incorporated, with capital of \$600,000, by Festus J. Wade, Thomas H. McKittick, R. B. Duin and others, to build two hotels.

St. Louis, Mo.—Hotel.—University Heights Realty & Development Co. has closed contract for erection of a two-story 500-room hotel.

Suffolk, Va.—Hotel.—Commercial Hotel has been purchased by parties who will enlarge and improve it. L. P. Hill, formerly of Richmond, will be manager.

Warren, Ark.—Courthouse.—E. L. Koonce has contract at \$37,645 for erection of courthouse. F. M. Gibbs of Little Rock prepared plans.

Washington, D. C.—Museum.—Secretary E. P. Langley of Smithsonian Institution has transmitted to "The House" plans for new building for United States National Museum to cost \$3,000,000.

Washington, D. C.—Bank.—National Metropolitan Bank will remodel its building. Architect and builder not yet selected.

Washington, D. C.—School and Hall.—Architects will be asked to prepare designs for school and hall to cost \$50,000. Address "Pastor of St. Patrick's Roman Catholic Church."

Washington, D. C.—Store.—Richardson & Burgess have contract for building six-story brick addition 20x120 feet for Hecht & Co.; cost of improvements \$45,000.

RAILROAD CONSTRUCTION.

Railways.

Athens, Ga.—Mayor Rhodes has received a letter from "The J. Morgan Syndicate" of Toledo, Ohio, represented by Charles H. Lemmon, saying that the company wishes to build an electric railroad from Atlanta through Decatur, Monroe, Watkinsville, Athens, Lexington, Washington, Appling and Augusta, providing this territory is not con-

nected with any line, and desires information on this point.

Augusta, Ga.—President James U. Jackson of the North Augusta Electric & Improvement Co. is reported as making a personal inspection of the country between Aiken, S. C., and Columbia, twenty miles, with the view to extending the Augusta & Aiken Electric Railway.

Baltimore, Md.—The Baltimore & Ohio Railroad is reported to be buying rights of way near Shepherdstown, W. Va., for its proposed low-grade cut-off from Harper's Ferry to Martinsburg. It is also reported that the B. & O. has purchased the right of way for the Cheat River Railroad in West Virginia, first taken up by J. M. Guffey of Pittsburg. J. M. Graham is chief engineer at Baltimore.

Baltimore, Md.—The United Railways & Electric Co. has awarded to George B. Wade the contract for building a cut-off from the Middle river line to Dundalk, on the Sparrow's Point route.

Bel Air, Md.—Mr. Stevenson A. Williams, one of the incorporators of the proposed Baltimore & Bel Air Electric Railway, writes the Manufacturers' Record that the route will be on either the Baltimore and Harford or the Baltimore and Jerusalem turnpike. The other incorporators are George L. Van Bibber, John D. Worthington, Harold Walsh and J. Alexis Shriver. B. E. Cutler will, it is reported, make the survey.

Birmingham, Ala.—The Lathrop-Hatten Lumber Co. of Riverside is building a three-mile railroad extension, and the Clear Creek Lumber Co. is reported building an 11-mile extension to pine lands near Calera. The Kaul Lumber Co. of Hollins is also reported to be building new line.

Columbia, Ky.—W. K. Azbill proposes to build an interurban railroad from Columbia to Campbellsville, fifteen miles.

Dallas, Texas.—Mr. B. S. Wathen, chief engineer Texas & Pacific Railway, referring to the report that the company would make important improvements between New Orleans and Shreveport, informs the Manufacturers' Record that the Texas & Pacific more than a year ago started to double-track the line to Baton Rouge Junction from New Orleans, and will continue the work until completed; also that the company will soon have the main line laid with heavy rail to the junction and this section well ballasted with stone and gravel. Heavy rails will be laid from Boyes to Chaneyville and Marshall to Relsor.

Delhi, La.—A meeting of citizens has agreed to donate to both the Missouri Pacific and the St. Louis & San Francisco railroads rights of way through the town and necessary grounds for a depot and terminal tracks.

El Reno, Okla.—The Denver, El Reno & New Orleans Railroad Co. has been incorporated by Oklahoma capitalists, with \$5,000,000 capital stock. It will run through Beaver, Woodward, Dewey, Blaine, Canadian, Cleveland and Pottawatomie counties in Oklahoma, with headquarters at El Reno.

Fairmont, W. Va.—The Fairmont & Colfax Short Line will, it is reported, be incorporated to build a railroad connecting with the Baltimore & Ohio Railroad two miles below Fairmont and again at Colfax, about ten miles east. The incorporators are M. L. Hutchinson, B. G. Williams, C. W. Swisher, Harry Shaw and W. H. Shragg of Fairmont.

Farmville, Va.—Mr. K. T. Crawley, president, writes the Manufacturers' Record confirming the report that the name of the Charlotte, Farmville & James River Railway Co. has been changed to the Virginia Railroad Co., and that it is expected to begin the survey about February 1.

Fort Worth, Texas.—John W. McCracken and others are, it is reported, planning to build a railroad from Fort Worth via Springtown and other points to Mineral Wells, sixty miles.

Fredericksburg, Va.—An effort is reported in Madison county to build a railroad from Criglersville to connect with the Southern Railway at Orange, a distance of twenty miles.

Guthrie, Okla.—The Kansas City, Mexico & Orient Railway will, it is stated, complete its bridge over the Salt Fork and run trains into Cherokee by February 15.

Houston, Texas.—It is reported that the Omaha, Kansas & Texas Railroad will soon be chartered by C. C. Waller of Houston, president of the Velasco, Brazos & Northern; M. W. Whittemore of Chicago and others, to build a line 200 miles long in Texas.

Houston, Texas.—Mr. A. V. Kellogg, engineer maintenance of way of the Houston & Texas Central Railroad, writes the Manufacturers' Record denying the report that the company will extend its line from Lampasas to Hamilton and Hico.

Huntington, W. Va.—The Camden Interstate Railway will, it is reported, build several extensions. J. A. Fickinger is vice-president and general manager.

Iron City, Ala.—It is reported that the Muscadine Mining Co. is surveying for a railroad from Iron City to White Plains.

Kansas City, Mo.—Mr. M. P. Paret, chief engineer of the Kansas City, Mexico & Orient Railway, writes to the Manufacturers' Record confirming the report that the company is considering the construction of a line from Barton, Okla., to Hobart, but no surveys have been made.

Kansas City, Mo.—The Arkansas, Springfield & Northwestern Railroad Co., which is building from Jefferson City, Mo., to Little Rock, Ark., has elected officers as follows: Henry C. Solomon, president; W. F. Wollman, vice-president; J. B. Delaney, secretary and treasurer; Henry C. Solomon, J. B. Delaney, C. H. Varnon, R. Funk and B. F. Wollman were elected directors. The capital was increased from \$1,200,000 to \$3,000,000.

Knoxville, Tenn.—It is reported that the Tennessee Northern Railroad will be extended to the Clear Fork river coal fields between Jellico and Middlesboro, thirty-three miles. The Southern Railway is reported to have graded twenty-three miles of the extension. H. M. La Follette is president and general manager at La Follette, Tenn.

Louisville, Ky.—The Louisville Belt Line has applied for a franchise to build a steam railroad from Eighteenth to Thirtieth street.

Louisville, Ky.—Concerning the recent railway and electric-light deal at Scranton, Miss., Mr. S. S. Bush, Columbia Building, Louisville, writes the Manufacturers' Record that a syndicate of Louisville men composed of Attila Cox, John Ballard, J. Ross Todd, J. D. Stewart and Oscar Fenley have purchased the electric-light and water-works plant at Scranton, and have also purchased and taken possession of the Moss Point & Pascagoula Railroad, a steam line operating from Pascagoula, Miss., via Scranton to Moss Point, Miss. They have secured a franchise for an electric railway via Pascagoula, Scranton, Eastside, Moss Point and Escatawpa, Miss., and an electric railway for passenger and freight business will be operated between Pascagoula and Moss Point. A. B. Sanders at Scranton, Miss., is engineer.

Louisville, Ky.—The Louisville & Nashville Railroad Co. will, it is reported, reduce grades and curves on its line between Corbin, Ky., and Jellico, Tenn., preparatory to opening up the proposed through line to Atlanta, in connection with the Knoxville, La Follette & Jellico Railroad, now building. R. Montfort is chief engineer at Louisville.

Louisville, Ky.—The Louisville, Anchorage & Pewee Valley Electric Railway Co. has filed amended articles of incorporation to give it the right to build divisions of its road from Shelbyville to Frankfort, to Eminence, New Castle, Mount Eden, in Anderson and Spencer counties, and to a point on the Kentucky river in Henry county. Percival Moore is president.

Mayking, Ky.—The Northern Coal & Coke Co. will, it is reported, build a branch from Pikeville. John C. Mayo is president.

Memphis, Tenn.—The St. Louis, Memphis & Southeastern line of the Frisco system is reported completed from St. Louis as far as Sikeston, Mo., with tracklaying progressing at the rate of two miles a day.

Mobile, Ala.—C. D. Smith & Co., Machen Building, New Orleans, La., have the contract for building the extension of the Mobile, Jackson & Kansas City Railroad from Beaumont to Lowell, Bay Springs, Montrose, Newton and Decatur, Miss., about 100 miles. H. S. Jones is chief engineer at Mobile.

Nacogdoches, Texas.—The Texas & New Orleans Railway is reported to have completed its extension to the Angelina river, twenty-seven miles northwest.

Nashville, Tenn.—Work has begun at Back Creek, eleven miles from Nashville, on building the track of the Nashville & Clarksville division of the Tennessee Central Railroad. The work will be pushed in both directions. Material is being received for the line from Clarksville to Hopkinsville, Ky.

Nederland, Texas.—Ties for the proposed Beaumont, Port Neches & Port Arthur Electric Railway are being distributed along the line.

New York, N. Y.—The Paint Rock Railroad will, it is reported, be extended eastward by Bird M. Robinson, 277 Broadway, New York. Line is in Tennessee. Mr. Robinson writes the Manufacturers' Record that the extension will be two miles long.

Okolona, Miss.—H. C. McCrary, contractor for building the Nashville & Mississippi Delta Railroad from Okolona to Big Creek,

is to begin work immediately and complete it by October 1.

Parkersburg, W. Va.—It is reported that the company will shortly be incorporated to build an electric railroad from Parkersburg to Pittsburg as a continuation of the Parkersburg & Interurban Electric Railroad, now running from Parkersburg to Williamstown, the new line to be via Waverly, Eureka, Belmont, St. Marys, Friendly, Sistersville, New Martinsville, Proctor, Moundsville, Wheeling and thence to Pittsburg. C. H. Shattuck is president of the Parkersburg & Interurban Railway at Parkersburg.

Pensacola, Fla.—The Louisville & Nashville Railroad has begun double-tracking its line from Pensacola to Brent, five miles.

Philadelphia, Pa.—Concerning the report that the Cheat Valley Railroad would be extended from Whetsell to Albrightsville, W. Va., Chief Engineer Humphrey writes the Manufacturers' Record that while the company contemplates an extension of the road, it has not been definitely decided.

Sanford, N. C.—The Atlantic & Western Railroad Co. has begun construction of its proposed line, which is to run west from Goldsboro via Sanford towards Charlotte, Concord or Salisbury. W. J. Edwards of Sanford is president.

Senath, Mo.—The Senath, Rector & Western Railroad Co. of Senath has been incorporated, with \$120,000 capital, by J. M. Karns, A. M. Douglass, J. H. Franklin and others.

St. Louis, Mo.—Tracklaying is reported to have begun at Deckerville, Ark., on the proposed New Orleans line of the St. Louis & San Francisco Railroad Co. J. F. Hinckley is chief engineer of construction, 800 Fullerton Building, St. Louis, Mo.

St. Louis, Mo.—Concerning the dispatch that the Frisco's line from Enid, Okla., to Red Fork, I. T., would be extended eastward to Fort Smith, Ark., Mr. J. F. Hinckley, chief engineer of construction, writes the Manufacturers' Record that he knows nothing of the report. He also says that he knows nothing about the report that the Frisco would be extended via San Antonio, Texas, to Tampico, Mexico, but he does not think it has any foundation in fact.

St. Louis, Mo.—J. F. Hinckley, chief engineer of construction of the St. Louis & San Francisco Railroad, is quoted as saying that for more than five months the company has had eight parties of engineers in the field surveying for the proposed Memphis & New Orleans line, and it is expected that all surveys will be completed within thirty or sixty days. He is also reported as saying that the company will make practically another route from Memphis to the Southwest, connecting the Houston, East & West Texas road, and also with the Shreveport & Red River Valley line.

St. Louis, Mo.—Mr. H. Rohwer, chief engineer of the Missouri Pacific Railway, writes the Manufacturers' Record that the report of surveys west of Lake Providence, La., probably refers to the line almost completed by the Missouri Pacific from Tripp Junction southward to a connection with the New Orleans & Northwestern at Clayton.

Tallapoosa, Ga.—It is reported that the Vanderbilt Timber, Mining & Southwestern Railway will begin its extension in February. Mr. Summerlin is general manager.

Tallulah Falls, Ga.—Eight miles of grading are reported to have been done on the extension of the Tallulah Falls Railway to Franklin, N. C. A. R. Gilchrist is chief engineer at Tallulah Falls.

Vicksburg, Miss.—The charter of the Vicksburg & Gulfport Railroad Co. has been approved. The incorporators are B. W. Griffith, C. J. Searles, Edward E. Butts, W. W. Moore, Lee Richardson, J. B. Cowan, R. V. Booth. The line will run southeast through Hinds, Copiah, Lincoln, Lawrence, Pike, Marion, Pearl River, Hancock and Harrison counties.

Wares Shoals, S. C.—The survey for the Wares Shoals Railway from Wares Shoals to Barmores is reported to have begun. The Wares Shoals Manufacturing Co. consists of N. B. Dial, president; T. R. McGahan of Charleston, W. B. Smith Whaley, Columbia; Congressman J. T. Johnson and Messrs. W. R. Kichey, J. O. C. Fleming and W. L. Gray of Laurens, S. C.

Washington, D. C.—It is reported that rights of way have been secured for extending the Charleston, Clendennin & Sutton Railroad thirty-four miles from Otter to Sutton, W. Va. H. G. Davis is president, at 1507 H street.

Washington, D. C.—A bill authorizing the Old Dominion Railroad Co. to build an electric line across the aqueduct bridge over the Potomac has passed both branches of Congress.

Washington, Pa.—Mr. S. H. Brooks writes from Memphis, Tenn., to the Manufacturers' Record that with associates he has sold out the stock of the Tennessee Valley Iron & Railroad Co. to Pennsylvania parties, and that C. N. Brady of Washington, Pa., is president of the new concern. Extensions to iron and timber lands are expected to be built.

Waurika, Okla.—Ware Bros. have the contract for grading the Rock Island branch from Waurika to Ardmore. They did the grading between Lawton and Waurika.

Street Railways.

Atlanta, Ga.—The Georgia Railway & Electric Co. has applied for franchises to make extensions.

Fort Worth, Texas.—The Northern Texas Traction Co. has been authorized to extend its line from Glenwood to the Polytechnic College, one and one-half miles.

Gainesville, Ga.—The first car has been run over the Gainesville Electric Street Railway. W. A. Carlisle is superintendent.

Greensboro, N. C.—It is reported that the Greensboro Electric Railway will be extended nearly two miles to the new village of White Oak.

Little Rock, Ark.—It is reported that the control of the Little Rock Traction & Electric Co. will be secured by Isadore Newman & Sons, bankers, of New Orleans, and that the lines will be extended and improved.

Memphis, Tenn.—The Memphis Street Railway Co. is removing its tracks from Second street to Third street.

Morgantown, W. Va.—The Union Utility Co. has been organized to build an electric railway in Morgantown; capital \$1,000,000; incorporators, E. M. Grant, D. H. Courtney, Frank Cox, I. White, J. H. McDermott and G. G. Sturgess of Morgantown.

Palestine, Texas.—The Palestine Traction Co. has been incorporated, with \$150,000 capital, to build and operate street railways. The incorporators are E. J. Spencer, J. S. Trindle, M. C. Wade and R. W. Rodgers.

Smithfield, W. Va.—H. L. Smith of Smithfield has been granted a franchise for a street railway in Ravenswood, W. Va.

Wheeling, W. Va.—The Panhandle Electric Railway has begun regular service with its first car.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Advertising Novelties.—Dickey Drug Co., Bristol, Tenn.-Va., wants bids for making a special advertising button.

Boiler.—See "Canning Outfit."

Boiler.—Dwight F. Hill & Co., Manufacturers' Record Building, Baltimore, Md., are in the market for a 100-horse-power upright boiler, second-hand.

Boiler and Engine.—See "Hoisting Equipment."

Boiler and Engine.—Farmers' Mill & Gin Co., Alamo, Tenn., wants engine and boiler.

Boiler and Engine.—See "Flour Mill."

Boiler and Engine.—See "Mill Supplies."

Boiler and Engine.—See "Electric-light Plant."

Boiler and Engines.—See "Woodworking Machinery."

Boilers.—Board of public works, Nashville, Tenn., will open bids February 3 for two water-tube boilers, capacity 600 horse-power each, to be of Babcock & Wilcox, Clonbrook or Heine Safety type. Specifications can be seen at office of J. W. Pentecost, superintendent electric-light and power plant. Usual rights reserved.

Boilers and Engines.—Ahnalee Veneer & Seating Co., Algoma, Wis., will need boilers and engines.

Brick-plant Supplies.—Georgia Vitified Brick & Clay Co., Augusta, Ga., wants quotations on one-inch and one-and-one-half-inch black iron pipe, 5x5-inch light angle irons cut to lengths to be given, and on 12-pound and 16-pound steel rails. All to be carload lots.

Quote f. o. b. Augusta, with date when shipment can be made.

Brick Machinery.—See "Conveying Machinery."

Broom Machinery.—Clyde E. Smith, Rutledge, Tenn., wants broom machinery.

Building Equipment.—John R. Dickey, Bristol, Tenn.-Va., will need steam heating and plumbing, electric call bells, 'phones, freight elevator, skylights, brick and trimmings for exterior of building, plate glass for windows, iron columns, metal ceiling, ventilation, gas piping and electric-light wiring.

Building Materials.—See "Mill Supplies."

Building Materials.—W. F. Hogard, Hardinsburg, Ky., will need brick, lumber, heating furnace, etc.

Building Materials.—Healey Real Estate & Improvement Co., Atlanta, Ga., will need brick, iron roofing, plate glass, cement, passenger and freight elevators, and possibly automatic fire extinguisher.

Building Materials, etc.—Isaac Benesch & Sons, 549-557 North Gay street, Baltimore, Md., want steam furnace, elevator, electric wiring, plumbing, interior fittings, etc.

Building Supplies.—A. Degler, Cheat Bridge, W. Va., will want building supplies, etc., for 12 room clubhouse.

Canning Machinery.—H. M. Johnson, Bedford City, Va., wants canning outfit and boiler.

Charcoal.—Bates & Taylor, P. O. Box No. 622, Richmond, Va., contemplate burning charcoal, and desire to correspond with parties who can handle this article in car lots.

Corn Mill.—See "Flour Mill."

Conveying Machinery.—W. H. Mays, Greenwood, S. C., wants conveyor for transporting clay to brick mill.

Dam Construction.—See "Pulp and Paper Mill."

Dry-color Works.—W. B. Davidson, Montgomery Paint and Dry Color Works, Montgomery, Ala., will need machinery for dry-color works, especially for washing, drying, burning and preparing product for market.

Dry-kiln Supplies.—McMillan, Hughes & Co., Parkton, N. C., want 700 feet of 16 or 20-pound relaying rails, piping for dry-kilns 20x50 feet; second-hand.

Electrical Equipment.—Bristol Gas & Electric Co., Bristol, Tenn.-Va., wants general electric alternator, 120 kilowatts, 1040 volts, 110 amperes, type A, class No. 14, together with switchboard and exciter, high-speed automatic 200-horse-power engine.

Electrical Machinery.—Board of public works, Nashville, Tenn., will open bids February 3 for one 120-kilowatt alternating current generator, to be direct-connected to engine; generator to be of Westinghouse, General Electric or Bullock type; engine to be of Ball or Harrisburg F. & M. type. Parties desiring to make proposals will call on J. W. Pentecost, superintendent light and power plant, for specifications. Usual rights reserved.

Electric Plant.—Prather & Walker, Athens, Tenn., want 1500-light dynamo.

Electric-light Plant.—Ozark Cold Storage Co., Mountain Grove, Mo., wants boiler, engine and electric-light plant.

Elevator.—Snow Lumber Co., High Point, N. C., wants power elevator.

Engine.—See "Electrical Machinery."

Engine.—See "Electrical Equipment."

Engine.—J. W. Kunkle, Mt. Solon, Va., will need 15 or 20-horse-power gasoline engine.

Engine.—Burlington Coffin Co., J. L. Scott, treasurer, Burlington, N. C., wants 50 or 60-horse-power (Corliss) engine or an A1 slide-valve.

Engines.—R. 707 Gay street, Knoxville, Tenn., wants second-hand pair of 20-inch cylinder engines not less than 24-inch stroke, with band wheel for heavy duty.

Engines.—Alcorn A. & M. College, J. J. Coman, secretary of board, Westside, Miss., will want engines.

Flour Machinery.—Sam C. Scott, Tip Top Mills, New Waterford, Ohio, wants prices of sifter system.

Flour Mill.—Sam C. Scott, Tip Top Flour Mills, New Waterford, Ohio, will want sifter system.

Flour Mill.—H. T. Connally, Leasburg, N. C., will need 25-horse-power boiler and engine, machinery for 20 to 25-barrel roller flour mill; also buhrs for grinding corn.

Foundry Equipment.—Southern Engineering Specialty Co., Empire Building, Atlanta, Ga., desires full information and prices on foundry and machine-shop equipment; capacity of foundry three to five tons per day; equipment of shop two planers, one mill,

three lathes, two single drill presses and one multiple drill press with twelve to eighteen drills.

Foundry Equipment.—Tomlin-Harris Machine Co., Cordele, Ga., wants six to eight feet second-hand vertical boring and turning mill with two spindles on cross-rail, also two to four tons foundry ladle.

Gasoline Engine.—See "Engine."

Gas-well Equipment.—Mansfield Gas Co., Fort Smith, Ark., wants piping, meters and a supply of natural-gas fittings.

Heating Apparatus.—See "Building Materials."

Heating Apparatus.—Kenyon Realty Co., Owensboro, Ky., will want steam-heating plant and hot-water heating plant.

Hoisting Equipment.—Benj. T. Johnson, Jr., Narrows, Va., wants lowest cash prices delivered at Bluefield, W. Va., on one 25-horse-power fire-box boiler and one 20-horse-power double reversible hoisting engine; three-quarters-inch steel wire cable, to be in one length one mile long, with thimbles and hooks; also lowest cash price on one and one-half miles of 20-pound new or relaying T rails, with splices and spikes. Prices must be for immediate shipment on receipt of order.

Ice Machinery.—Glenn Springs Company, Glenn Springs, S. C., wants to correspond with manufacturers of ice machinery.

Ice Machinery.—J. L. Medlin & Co., Albion, Fla., wants addresses of manufacturers of ice machinery.

Ice Plant.—C. T. Riddle, Athens, Tenn., wants \$ to 10-ton ice plant.

Knitting Machinery.—J. M. Beaty, director textile department, Clemson College, Clemson College, S. C., wants to communicate with manufacturers of knitting machinery.

Lumber Manufacturers.—Aaron Graham, Christiansburg, Va., wants addresses of firms who saw and kiln-dry lumber.

Machine Tool.—Warner, Moore & Co., Richmond, Va., want second-hand lathe, 18 or 20-inch swing, with countershaft complete; want name of manufacturers and condition of lathe.

Machine Tools.—See "Foundry Equipment."

Machine Tools.—Ivy Bros., Merrouge, La., want to buy second-hand medium-sized lathe.

Mill Supplies.—See "Woodworking Machinery."

Mill Supplies.—Delmar Lumber Manufacturing Co., Delmar, Del., wants engine and boiler, shafting, pulleys, hangers, etc.

Mill Supplies.—Lukens Lumber Co., Sumter, S. C., will want brick, 25,000 feet one-inch wrought-iron pipe and fixtures, kiln trucks, etc.

Mill Supplies.—T. J. Posey, Neches, Texas, wants shafting, pulleys, hangers, belt tighteners or idlers, etc.

Oil Mill.—F. P. Fox, care of Hill City Oil Works, Vicksburg, Miss., wants machinery for 60-ton cottonseed-oil mill.

Paint Machinery.—See "Dry-color Works."

Piping.—See "Brick-plant Supplies."

Printing Plant.—Alkabet Company, 415 English-American Building, Atlanta, Ga., needs printing press.

Pulp and Paper Mill.—Bedford Pulp & Paper Co., Richmond, Va., will construct dam, stone abutments, etc., and wants bids; will also want machinery for pulp and paper mill later on.

Railway Equipment.—See "Hoisting Equipment."

Railway Equipment.—See "Woodworking Machinery."

Railway Equipment.—Peacock's Iron Works, Selma, Ala., wants standard-gauge logging locomotive, 8, 10 or 12-ton weight, to run on iron track, and three miles of 25 to 30-pound relaying rails.

Railway Equipment.—Peacock's Iron Works, Selma, Ark., wants Shay-gear narrow-gauge locomotive to run on iron track, about 20-ton weight.

Railway Equipment.—B. T. Johnson, Jr., Narrows, Va., wants lowest delivered cash prices on one and one-half miles of 20-pound relay or new T rails, with splices and spikes.

Railway Equipment.—See "Brick-plant Supplies."

Railway Equipment.—See "Dry-kiln Supplies."

Telephone Equipment.—Whetstone Telephone Co., Lake City, Fla., will need telephone supplies, equipment, etc.

Tobacco Machinery.—E. B. Ross & Co., St. Bethlehem, Tenn., want granulator for smoking tobacco.

Tobacco Machinery.—Wilmington (N. C.)

Tobacco Warehouse Co., Wm. E. Worth, president, will want bids for ordering plant.

Trunk Supplies.—W. J. Galbraith, Jr., Richmond, Va., wants addresses of jobbers of trunk slats.

Wire Rope.—See "Woodworking Machinery."

Woodworking Machinery.—Kosciusko Manufacturing Co., Kosciusko, Miss., will want spoke lathes and sanders.

Woodworking Machinery.—Thornhill Wagon Co., Lynchburg, Va., wants four-side six-inch molder; second-hand preferred.

Woodenware Machinery.—See "Woodworking Machinery."

Woodworking Machinery.—George Vinson, Berwick, La., wants bucket, barrel and tub machinery.

Woodworking Machinery.—L. S. Rogers, West, Miss., is in market for machinery to manufacture handles, singletrees, etc., planing mill, single surfacer and matcher.

Woodworking Machinery.—Statesville Furniture Manufacturing Co., D. A. Miller, secretary, Statesville, N. C., wants catalogues and prices on machinery and supplies for furniture factory.

Woodworking Machinery.—Isaac Eggers, Beech Creek, N. C., wants second-hand or new pony planer and a lot of one-quarter-inch steel rope for hauling lumber cars up grade, and set of axles and wheels for same.

Woodworking Machinery.—John Davis, 15 Exchange street, Room 21, Boston, Mass., wants one Rogers dowel machine, one disc sander, one S. U. 10 to 12-inch four-side four-roll wood molder, steam underwriter fire pump, four-inch discharge, double-cylinder duplex drum hoisting engine 7½ to 10-inch cylinder, small locomotive engine and boiler, forty horse-power, to haul cordwood on rails; also 1½x36 automatic steam engine, second-hand, 200 feet five and six-inch S. U. shafting, must be in good lengths, with flange couplings; would like post boxes for same.

TRADE NOTES.

Granite Quarry Sale.—T. W. Swinton, Greenville, S. C., will sell or lease a granite quarry on the Southern Railway. Write for particulars.

Farm and Stock Lands.—A 1200-acre tract of valuable farm and stock land in Edgefield county, South Carolina, is being offered for sale. This property is well adapted for hay, corn and cotton cultivation, for peach and pear growing and for feeding stock. Clarence E. Clark, 832 Broad street, Augusta, Ga., can be addressed for further facts.

Standard Pole & Tie Co.—This corporation announces that it is now occupying its new offices on the fifth floor of the Venezuela Building, 133 to 137 Front street, New York city. It makes it easy to find the new accommodations by instructing visitors to go east on Wall street until Front street is reached, then to turn one block to the left.

TRADE LITERATURE.

Copper Gossip.—A leaflet issued by National Conduit & Cable Co., Times Building, New York, contains much copper gossip of interest to users of bare copper wire, weatherproof wires and cables, lead-covered wires and cables. The National Company manufactures the products just mentioned.

O. M. Pudor & Co.—This firm is located at 307½ Main street, Houston, Texas. Its specialty is the sale of Texas rice lands, farms, ranches, timber and mineral lands. A Pudor leaflet now being issued tells briefly of some of the opportunities offered in the lands held ready for buyers by Pudor & Co. Possible purchasers are invited to correspond.

Foundry Information.—The Obermayer Bulletin of foundry information for molders, issue of December, 1902, is laden with facts of interest to the class of industrial workers it caters to. This publication is issued by the reliable foundry supply house of the S. Obermayer Company, 1318 Majestic Building, Detroit, Mich. Send for specimen copy.

Save Coal!—See Carey.—That's the title of a mailing card received from Philip Carey Manufacturing Co., Lockland, Ohio. The card refers to the Carey's 85 per cent. magnesite and standard asbestos for high-pressure steam work and other products used for covering steam pipes, boilers, etc. Inquiries invited from operators who want to save coal.

A Useful Souvenir.—A neat little pocket souvenir, a "combination lead pencil and eraser," is being sent out by the Eureka Fire Hose Co., 13 Barclay street, New York city, N. Y., to those interested in seamless rubber-lined cotton fire hose in its various

sizes for different uses. Eureka Fire Hose Co.'s price-lists of fire hose, garden hose and a "combination lead pencil and eraser" will be sent free for the asking.

Sawyers' Handbook.—This publication for 1903 is now being distributed. Its contents present much valuable information on the operation and care of saws, which information every sawyer, filer and saw-mill operator should have at hand. E. C. Atkins & Co. of Indianapolis, Ind., issue this booklet, it comprising their saw and saw-tool catalogue for this year. Atkins & Co. also issue "Dancing Darkies," an instrumental composition that will please their music-loving mill and hardware friends.

Case Threshing Machinery.—This machinery is known all over the world. Its builder aims to produce the best threshing machinery built, and that it has succeeded is evidenced by an extensive demand that constantly increases. J. I. Case Threshing Machine Co., Racine, Wis., has issued its sixty-first annual catalogue describing this machinery. The publication is complete, is illustrated, and gives the prices that prevail throughout the United States. Catalogues are mailed gratis to inquirers.

Just a Reminder.—That's what the Peacock's calendar for 1903 is aimed to be. It reminds buyers of cars and car wheels that there is a Southern establishment furnishing product the same make of which has been giving satisfaction to thousands of users for years from Maryland to Mexico, from Arkansas to Cuba. The Peacock's Iron Works of Selma, Ala., is that establishment. It offers its own make of a large variety of cars and car wheels, steel dry-kiln trucks with roller bearings, etc. When buyers are in the market it pays them to obtain estimates from Peacock's.

Air Compressors.—Steady and rapid progress is constantly being made in the use of compressed air and machinery thus operated. In conjunction with this has been steady improvement in compressed-air machinery. The Herron & Bury Manufacturing Co. of Erie, Pa., manufactures "Straight Line" air compressors, and has issued a number of bulletins in reference to its product. Its types are adapted for mining, quarrying and other industrial operations. Simplicity, durability and efficiency are leading points in these machines. Bulletins will be mailed to those asking for them.

Kellogg Telephone Apparatus.—The great activity now prevailing in the establishment of new telephone lines and the extension of existing systems continues to keep manufacturers of telephone apparatus busily engaged. Kellogg Switchboard & Supply Co. of Green and Congress streets, Chicago, is one of these manufacturers, and its output is playing an important part in the telephone world. Kellogg switchboards, telephones, insulated wire, cords and cable have earned and sustained an enviable reputation wherever used. The company has issued its latest catalogue illustrative and descriptive of Kellogg product. Buyers are invited to send for copy.

"Petrofuel."—Gonnet Solidifying Petroleum Co., 5 Beekman street, New York, issues the following statement: "Any subscriber to 100 shares of stock of Gonnet Solidifying Petroleum Co. will receive an order for one ton of 'Petrofuel' f. o. b. cars at manufactory on completion of plant. Any party forwarding subscriptions for like amount of stock will receive a like order." "Petrofuel" is manufactured in briquettes, composed mostly of petroleum, crude or refined. It is said that these briquettes may be used for any kind of domestic or industrial work without changing the furnaces. For fire engines, where the rapid raising of steam is of great importance, and other kindred uses these briquettes are especially recommended.

Power Transmission Machinery.—This branch of mechanical equipment is one that requires the utmost care and skilled ability in its design and manufacture. No matter how perfect the machinery of a plant may be, its successful operation is not attained without power transmission in keeping with it. Kay-Pim Manufacturing Co., North Broadway, Monroe and Second streets, St. Louis, Mo., makes a specialty of power transmission, besides manufacturing elevating and conveying machinery, elevator, mill and mining supplies, etc. Its new illustrated price-list is one of the most complete issued, and should be considered before buyers place their orders. Kay-Pim Manufacturing Co. is new in equipment, but old in experience, its members being men who have attained thorough success with other manufacturers in the same branch.

About Cranes.—Cranes of different kinds are the subject of a unique and artistic booklet just issued. This booklet's front cover shows in colors an old-fashioned fireplace equipped with crane and kettle, under which a cheerful fire is burning, and overlooking that scene is a crane of the feathered variety. Hand and electric cranes made by Maris Bros. of Philadelphia are the subject of the other portions of the booklet. The strong points of the Maris hand and electric traveling cranes are the small amount of head room necessary for operation and the ease and precision with which they are controlled by one man from the floor. All requirements as to load, span and height of lift can be met by Maris Bros. Send for booklet. (Booklet is from the "Ad Shop" of Clarence P. Day of New York.)

Heating and Ventilating Manufactures.—The heating and ventilation of manufacturing establishments is a question that needs much serious consideration when contracts are about to be placed for such equipments. Large areas are very common in these establishments, and other difficulties are to be met with as the character of the plant and the buildings varies. The American Blower Co. of Detroit, Mich., has met with great success in meeting the requirements for heating and ventilating large plants, and is now issuing a handsomely illustrated book giving particulars concerning its system. This is the well-known "A B C" fan system as applied to manufacturing establishments. The company's book contains some photographs of well-known establishments that it has equipped. Those who want to know all the facts as to the "A B C" system are invited to address the company.

Water Softened and Purified.—An interesting illustrated book on water softening and purifying has just come from the press. Its contents treat the subject in a most complete manner. Especial attention is directed to the Scaife and We-Fu-Co systems for purifying and softening water. The system is not in an experimental stage, as many satisfied users can testify, but is the result of some sixty years of labor and experience in this field. The process was first introduced in 1841, and has since been improved from time to time. In Europe there are thousands of these plants in daily operation, producing clear, soft water for both industrial and domestic purposes. In this country over one hundred plants have been installed. They are supplying 15,000,000 gallons of water daily for industries of a varied character. Wm. B. Scaife & Sons Co., 221 First avenue, Pittsburgh, Pa., manufactures the system mentioned. It will send copies of the book to interested parties.

Steam Road Track Specials.—This is a product that plays an important work in the industrial world. Safety, promptness and reliability are essentials that cannot be overlooked in the conduct of steam railways and other methods of transportation using rails. Steam road track specials are made a specialty by the Weir Frog Co. of Cincinnati, Ohio, a corporation that has been favorably known to the railway world for many years. Its catalogue for 1903 is now being distributed. No manager or purchasing agent for a railway or other official interested in obtaining the best possible equipment can afford to be without the book. The Weir Frog Co. manufactures frogs, switches, crossings and all other kinds of regular and intricate track work and material for steam, electric and horse-car railways, light rail portable track work for mines, contractors, plantations, etc. One of the most complete lines offered in America is that described and illustrated in the Weir catalogue.

Your Building Heated Free.—Not from a financial standpoint exactly, but entirely free from the defects which are often found in the general run of heating plants. Actions speak louder than words. Results talk stronger than affirmations. It is not what heating contractors promise, but what they accomplish that gives a desirable reputation. One of these desirable reputations has been gained by the Hubbard Heating Co., 918 F street N. W., Washington, D. C. This company keeps its promises. It has been doing so for years. The highest efficiency, economy, durability and ease of operation are cardinal points in its equipments. A handsomely illustrated book gives photographic reproductions of a few of the many buildings heated by the Hubbard equipments. It is now being issued, and shows some of the most prominent church, residence and public buildings in Washington. Those about to install heating apparatus in new or old buildings will find it greatly to their advantage to correspond with the Hubbard Heating Co. before signing contracts with heating con-

tractors. The Hubbard Heating Co. contracts for steam and hot water heating apparatus of any extent, and supplies boilers, engines, pumps, tanks and all appliances for heating and power.

Asbestos Catalogue.—The 1903 asbestos catalogue of the H. W. Johns-Manville Company, 100 William street, New York city, N. Y., is a handsome booklet of 100 pages. The half-tone illustrations, numbering nearly 150, show asbestos in many conditions, from the natural state as it is mined to the various non-conducting forms into which it is manufactured, for both heat insulation and refrigeration, packing for all conditions of service, asbestos paper and millboard for fireproof construction, electrical insulation, heat and cold insulation, fire-resisting cements and sundries, such as fireproof theater curtains, asbestos gloves and household articles. There seems to be hardly a trade in which some use is not made of asbestos; in fact, the list of over 300 buildings, manufacturers, etc., using the company's products includes firms prominent in every line of industry. The arrangement of the catalogue is such that quick reference may be made to any article. Each section has its own table of contents, and there is also a complete alphabetical index. In addition to the attention given to the technical details, the care devoted to the typographical dress is evident throughout. The book is attractively printed in two colors, with a striking cover design in blue and white. Additional strength is given to the illustrations by a novel arrangement of rules about them. A copy may be obtained by addressing the company's New York office, or any of the branch offices.

Geary Water-Tube Boilers.—These boilers are built by the Oil City Boiler Works, Oil City, Pa., but C. H. Bradley, Jr., & Co., Pittsburg, Pa., are the general sales agents. A new catalogue describes the boiler. The Geary boiler consists of a number of lap-welded wrought-iron tubes, expanded at each end into wrought-steel headers of box shape, strongly braced and stayed. The tubes are inclined, and the back header is made longer than the front, so that the drum connecting the two headers lies level. The connection of the headers with the drum is made so as to give practically the same area as the combined areas of the tubes, and there is no obstruction or contraction of area in the course of the circulation. The water flows quietly and steadily, carrying with it the bubbles of steam into the front header, the inclination of the tubes aiding this and preventing the steam lodging in the tubes and forcing the water out with a geyser-like action. From the front header the mingled steam and water pass into the front end of the drum. The steam is liberated quietly, and the current passes along to the back header and then downward to the tubes, through which it passes, again receiving its increment of heat, changing some of the water into steam, and so on, each atom and molecule continually in motion and keeping the rate of transmission of heat through the walls of the boiler tubes at the same and most favorable point.

Panoramic Photographs of Harper's Ferry.

The January number, "Book of the Royal Blue," published by the passenger department of the Baltimore & Ohio Railroad, gives an interesting article on the recent advances made in panoramic photography, illustrating same with half-tone reproductions of the most remarkable photographs ever taken of Harper's Ferry. Each of the original photographs, taken from opposite points of view, represent 180 degrees of the horizon, showing for the first time the magnificent distances in the scenery at this historic point. One of the photos is taken at an altitude of 350 feet on Maryland Heights, looking down upon the village. It not only takes in the whole village, but includes the Potomac and Shenandoah rivers, the Chesapeake & Ohio canal, and portions of Maryland, West Virginia and Virginia.

The other is taken from Bolivar Heights, looking eastward, showing the great gap which is the eastern gateway of the Alleghany mountains.

The photographs are panels thirty-four inches long by seven inches wide, and are among the most artistic of the many photographs of the famous Baltimore & Ohio scenery. Copies of the pictures will be made on aristo-platinum paper, mounted for framing, for \$2 each (not including express charges), on application to D. B. Martin, manager passenger traffic, Baltimore & Ohio Railroad, Baltimore.

Copies of the "Book of the Royal Blue" will be mailed to any address on receipt of five (5) cents, or will be mailed for one year for fifty (50) cents.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office Manufacturers' Record,
Baltimore, Md., January 28.

All the week the Baltimore stock market has been quiet, the spirit of speculation seeming to have departed. About the only feature noticeable was the general steadiness of prices, with perhaps a strengthening tendency, at least in some issues. There was about the usual demand for investment securities, and that relieved a condition which would otherwise be termed stagnant. The usually active issues, United Railways, Seaboard, G. B. S. Breweries and Atlantic Coast, were all affected by the dullness. Uniteds, while quiet, showed a disposition to improve in value, but Seaboard moved very little either way. Breweries also manifested a more hopeful tendency, but afterwards displayed a spirit of reaction, and there was not enough doing in Atlantic Coast Line securities to warrant discussion.

In the trading Union Railways common sold from 13½ to 13¾, and the income bonds from 67 to 67½ until the end of the period, when they rose rapidly to 68¼, and the 4 per cent from 94½ to 95½. United Light & Power preferred changed hands at 37½ and 38½, and the 4½ per cent bonds at 86½ and 86¾. Consolidated Gas stock was conspicuous for its entire absence from the trading during the week, but the 5 per cent bonds sold at 112 and the 6s at 110½. Seaboard common changed hands at 25½ to 26¼, and the preferred from 42 to 42½; the 4 per cent bonds sold at 83½ to 84, and the 5s at 102½ to 102¾. Cotton Duck common sold from 6 to 7, and the 5 per cent at 77½. G. B. S. Brewing common ranged from 14 to 15, the incomes from 37½ to 38¼, and the income scrip sold at 36½; the 1sts were traded in between 51½ and 52.

In the trust-company group American Bonding & Trust sold at 90 and 90½, Union Trust at 70, Maryland Trust at 202, and U. S. Fidelity & Guaranty at 146. Citizens' Bank figured in the dealings at 32 and 32¼. Manufacturers' Bank at 103, Maryland National at 19, and Howard at 12¾.

Other securities traded in were as follows: Alabama Consolidated Coal & Iron common, 35; do, preferred, 84½ and 85, although three shares sold at 82½; Atlantic Coast Line common, 135½; do, first instalment paid, 41¼ to 42; Atlantic Coast Line of Connecticut, 325; Atlantic Coast Line 4s of Connecticut, 94; Atlantic Coast Line 4s new, 89; Atlantic Coast Line 4s (S. C.), 102¼; Baltimore City 3½s, 1930, 110 and 110½; Baltimore City 4s, 1920, H. R., 112; Baltimore City 5s, 1916, F. L., 122; Northern Central stock, 115½ and 116; Georgia, Carolina & Northern 5s, 110; Merchants & Miners' Transportation Co., 190; South Bound 5s, 111¼; Virginia Midland 1sts, 106½; Virginia Midland 2ds, 114½; Virginia Midland 5ths, 115; Knoxville Traction 5s, 103; Nashville Railway 5s, first instalment paid, 35½; Georgia, Southern & Florida 5s, 114 and 114½; Georgia & Alabama Consol. 5s, 110 to 110½; Baltimore Traction 5s, 116½; Anacostia & Potomac 5s, 100; Central Railway 5s, 117; Western North Carolina 6s, 116; Consolidation Coal, 88; Wilmington & Weldon 7s, certificates, 170; Lexington Street Railway 5s, 103½; Carolina Central 4s, 97; Charlotte, Columbia & Augusta 1sts, 116½;

Maryland Telephone 5s, 85; North Carolina 4s, 102 and 102½; Nashville Street Railway 5s, 106, and Northern Central 6s, 1904, 103¾.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended
January 28, 1903.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	165½	...
Georgia Southern & Florida.....	100	48	...
Georgia Sou. & Fla. 1st Pref.....	100	98	...
Georgia Sou. & Fla. 2d Pref.....	100	78	81
United Railways & Elec. Co.....	50	13¾	13¾
Seaboard Railway Common.....	100	25½	26¼
Seaboard Railway Preferred.....	100	42½	42¾
Atlantic Coast Line of Comm.....	100	320	357½
Bank Stocks.			
Citizens' National Bank.....	10	31½	32½
Commercial & Fae. Nat. Bank.....	100	132	135
Drovers & Mech. Nat. Bank.....	100	300	...
Farmers & Mer. Nat. Bank.....	40	69¼	70¼
First National Bank.....	100	160	...
German Bank.....	100	107½	...
Manufacturers' National Bk.....	100	100	...
Merchants' National Bank.....	100	192	...
National Bank of Baltimore.....	100	120	125
National Bank of Commerce.....	15	27½	...
National Exchange Bank.....	100	194½	204
National Howard Bank.....	30	11¾	13¼
National Marine Bank.....	50	36¾	...
National Union Bank of Md.....	100	117½	...
Old Town Bank.....	10	10	11
Second National Bank.....	100	190	200
Trust, Fidelity and Casualty Stocks.			
American Bonding & Trust.....	50	90	91
Colonial Trust.....	50	30	32
Continental Trust.....	100	200	206
International Trust.....	100	145	150
Maryland Casualty.....	25	55	58¼
Maryland Trust & Deposit.....	50	180	185
Union Trust.....	50	69¾	71
U. S. Fidelity & Guaranty.....	100	145	148
Miscellaneous Stocks.			
G. B. & S. Brewing Co.....	100	14	15
United Elec. L. & P. Pref.....	50	37	38¼
Cotton Duck Voting Trust.....	100	5	7
Consolidation Coal.....	100	87	88½
Consolidated Gas.....	100	70	71
Railroad Bonds.			
Atlanta & Charlotte 1st 8s, 1907.....	110	112	...
Chas. Col. & Aug. 1st 5s, 1910.....	116½	...	...
Chas. Col. & Aug. 2d 5s, 1910.....	110	...	...
Georgia, Car. & North. 1st 5s, 1929, 1907½	104½	...	...
Georgia South. & Fla. 1st 5s, 1945.....	113½	114½	...
Georgia Pacific 1st 6s, 1922.....	122	126	...
Petersburg, Class A 5s, 1926.....	115	...	...
Petersburg, Class B 6s, 1926.....	128	...	...
Raleigh & Augusta 1st 6s, 1926.....	122½	123½	...
S. & Roanoke 5s, 1926.....	112½	...	...
Virginia Midland 1st 6s, 1906.....	105½	107½	...
Virginia Midland 5th 6s, 1911.....	113½	116	...
West. North Carolina 6s, 1914.....	112½	...	...
West Virginia Central 1st 6s, 1911.....	112	113	...
Charleston City Railway 5s, 1923.....	105	...	...
Charleston Co. Electric 5s, 1909.....	90	93	...
Knoxville Traction 1st 5s, 1928.....	103	105	...
Newport News & Old Pt. 5s, 1908.....	109	...	...
Norfolk Street Railway 5s, 1914.....	111½	113	...
United Railways 1st 4s, 1949.....	95½	95¾	...
United Railways Inc. 4s, 1949.....	63¼	63½	...
Seaboard 4s, 1909.....	83½	84¼	...
Seaboard 10-year 5s.....	102½	103¾	...
Lexington Railway 1st 5s.....	102½	104	...
Georgia & Alabama Consol. 5s.....	110½	111	...
Miscellaneous Bonds.			
Mt. V. & Woodby's Cot. Duck 5s.....	35	35½	...
Mt. V. & Woodby's Cot. Duck Inc.....	35	35	...
G. B. & S. Brewing 1st 3-4s.....	51¼	52	...
G. B. & S. Brewing 2d Incomes.....	37½	38	...
United Elec. Light & Power 4½s.....	86	86½	...
Atlanta Gaslight 1st 5s, 1947.....	104	...	...
Consolidated Gas 6s, 1910.....	116½	117	...
Consolidated Gas 5s, 1939.....	111½	112½	...

SOUTHERN COTTON MILL STOCKS

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for
Week Ending January 27.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	65	70
Alken Mfg. Co. (S. C.).....	91	93
Anderson Mills (S. C.).....	122½	130
Arkwright Mills (S. C.).....	111	...
Augusta Factory (Ga.).....	84	...
Avondale Mills (Ala.).....	85	...
Belton Mills (S. C.) (old).....	99	...
Bibb Mfg. Co. (Ga.).....	108½	...
Brandon Mills (S. C.).....	95	101
Buffalo Cotton Mills (S. C.) Pfd.....	99	...
Cabarrus Cotton Mills (N. C.).....	122	...
Chickamauga Mfg. Co. (S. C.).....	99	...
Clewwater Bichy & Mfg. Co. (Ga.).....	83½	80
Clifton Mfg. Co. (S. C.).....	170	...
Clinton Cotton Mills (S. C.).....	118½	...
Courtenay Mfg. Co. (S. C.).....	124½	...
Columbus Mfg. Co. (Ga.).....	90	101
Dallas Mfg. Co. (Ala.).....	85	...
Darlington Mfg. Co. (S. C.).....	94	...
Eagle & Phenix Mills (Ga.).....	93	...
Easley Cotton Mills (S. C.).....	94½	...
Enoree Mfg. Co. (S. C.).....	86	88½
Enterprise Mfg. Co. (Ga.).....	80	85
Exposition Cotton Mills (Ga.).....	151	...
Gaffney Mfg. Co. (S. C.).....	100	102½
Granby Cotton Mills (S. C.).....	98½	...
Granby Cot. Mills (S. C.) 1st Pfd.....	101	...
Granville Mfg. Co. (S. C.).....	160	165
Greenwood Cotton Mills (S. C.).....	100	...
Grendel Mills (S. C.).....	103	...
Honietta Mills (N. C.).....	92	95
King John P. Mfg. Co. (Ga.).....	102	106
Langley Mfg. Co. (S. C.).....	102	106
Laurens Cotton Mills (S. C.).....	165	...
Lockhart Mills (S. C.).....	102	...
Louise Mills (N. C.).....	101	...
Marlboro Cotton Mills (S. C.).....	105	...
Mayo Mills (N. C.).....	140	...
Mills Mfg. Co. (S. C.).....	99	...
Mills Mfg. Co. (S. C.) Pfd.....	102	...
Monarch Cotton Mills (S. C.).....	96	96
Moungah Mills (S. C.).....	96	98½
Newberry Cotton Mills (S. C.).....	115	...
Norris Cotton Mills (S. C.).....	110	...
Olympia Cotton Mills (S. C.).....	100	...
Olympia Cotton Mills (S. C.) Pfd.....	98	...
Odell Mfg. Co. (N. C.).....	101	110
Orangeburg Mfg. Co. (S. C.) Pfd.....	102½	...
Orr Cotton Mills (S. C.).....	101½	...
Paeolet Mfg. Co. (S. C.).....	190	210½

Pelzer Mfg. Co. (S. C.).....	165	...
Piedmont Mfg. Co. (S. C.).....	165	173
Poe, F. W., Mfg. Co. (S. C.).....	130	...
Richland Cotton Mills (S. C.).....	92	...
Richland Cotton Mills (S. C.) Pfd.....	92	100
Roanoke Mills (S. C.).....	97	100
Sibley Mfg. Co. (Ga.).....	64	...
Southern Cotton Mills (N. C.).....	95	...
Spartan Mills (S. C.).....	130	...
Trion Mfg. Co. (Ga.).....	125	140
Tucapau Mills (S. C.).....	130	...
Union Cotton Mills (S. C.).....	150	...
Union Cotton Mills (S. C.) Pfd.....	122	102½
Victor Mfg. Co. (S. C.).....	123	...
Warren Mfg. Co. (S. C.).....	99	...
Warren Mfg. Co. (S. C.) Pfd.....	106	...
Washington Mills (Va.) Pfd.....	103½	...
Washington Mills (Va.) Common 7½	...	...
Whitney Mfg. Co. (S. C.).....	110	...
Wilmington Cot. Mills (N. C.) Pfd.....	100	...
Wiscasset Mills (N. C.).....	115	...
Woodruff Cotton Mills (S. C.).....	89	...

Delaware Incorporations.

The incorporation laws of the State of Delaware, which were entirely changed by the act of 1899 and amended slightly in 1901, have caused a large increase in the number of incorporations made in that State. Among the features of these laws are low incorporation and franchise taxes and authority for the holding of stockholders' and directors' meetings outside of the State. Certain classes of corporations operating wholly outside of Delaware are not required to pay any annual franchise taxes. Full information concerning these laws are contained in three pamphlets—"Organizing and Conducting Corporations Under the Laws of Delaware as Amended 1901," "Delaware Corporations," and "Business Corporations: Their Advantages." These pamphlets are issued by the Delaware Incorporators' Trust Co., southwest corner Tenth and Market streets, Wilmington, Del., which will be glad to send them to anyone who is interested. This company co-operates with lawyers, assisting them in securing for their clients the benefits of safe and inexpensive methods of incorporation. It maintains its principal office in Delaware, and makes provision for all the acts which companies incorporated in Delaware are required to perform in that State. Any parties desiring information concerning the subjects indicated by the titles of these pamphlets will doubtless find in them answers to all possible questions concerning the matters of which they treat.

New Trust Company.

The Pioneer Trust Co. of Kansas City, Mo., capital \$500,000 and surplus \$500,000, has organized by electing officers as follows: President, Walton H. Holmes; vice-presidents, F. C. Miller, C. F. Holmes and C. S. Glead; secretary, George Bradley; treasurer, H. C. Schwitzgebel; assistant treasurer, Henry Teal; counselor, E. L. Searritt.

The following board of directors was chosen: Myron T. Herrick, Cleveland, Ohio; Hugh J. McGowan, George McGrath, A. R. Meyer, Jacob Barzen, C. F. Hutchings, G. W. Evans, Kansas City, Kan.; A. C. Jones, Wichita, Kan.; Oakleigh Thorne, New York; S. H. Velle, Jr., C. F. Holmes, W. H. Lucas, A. F. Sawyer, Independence, Mo.; C. S. Glead, Topeka; H. L. Harmon, F. C. Miller, Thos. Lee, J. J. Swofford, Edward Roe, Henry Schwitzgebel, Walton H. Holmes, E. L. Searritt, George Bradley, A. W. Childs, David P. Alderson.

Vice-President Miller, who was formerly of the United States National Bank of Portland, Ore., is in charge of the banking department of the company, which will do a general trust and banking business. There will be a savings department.

Mississippi Valley Trust Co.

The report of the Mississippi Valley Trust Co. at the close of the year 1902 shows total resources of nearly \$30,000,000, the exact figures being \$29,177,759.34, which includes loans on collateral amounting to more than \$13,500,000 and

loans on real estate amounting to more than \$828,000, bonds and stocks of more than \$9,000,000 in value and amounts due from other trust companies totaling over \$3,500,000. The total deposits are nearly \$21,000,000, including nearly \$5,000,000 of time deposits and about \$5,250,000 of savings deposits. The capital stock is \$3,000,000 and surplus \$3,500,000. Out of the year's profits \$360,000 were paid in dividends. Julius S. Walsh is president of the company; Breckinridge Jones, first vice-president and counsel, and James E. Brock, secretary.

Asset Currency.

Mr. John W. Fries of Winston-Salem, N. C., in a circular on asset currency, makes the following point: "It is the country banks and their customers who need the facilities of an asset currency system, because the habits of life and the customs of business in the country do not lend themselves to the check and deposit system. A large line of deposits is now essential to the prosperity and even the life of a bank, and many country banks find it impossible to build up a living line of deposits simply because their customers cannot use bank credits, but must get what they can carry away in their pockets in exchange for their discounts."

Maryland Finances.

The State comptroller of Maryland in his annual report shows that during the fiscal year ended September 30, 1902, the receipts were \$3,631,259.48, which, with balance on hand, made a total of \$4,613,526.12. The disbursements amounted to \$3,416,376.71, or \$295,750.34 in excess over the preceding year, leaving a balance in the treasury of \$1,187,295.68. The funded debt at the close of the year was \$2,797,269.13, an increase of \$134,924.84. The assessable value of property in the State is \$666,857,803, an increase of \$23,045,395, of which \$17,543,629 was gained in Baltimore and \$5,501,766 in the counties.

Phoenix Phosphate Stock.

The Phoenix Phosphate Co. of Florida, with offices at 41 Wall street, New York, is offering for public subscription 10,000 shares of its treasury stock at par, \$10 a share, this issue being made to provide for erecting a complete plant for promptly handling and marketing the phosphate deposits of the company, which are advantageously situated in the phosphate belt of Florida. It is stated that the demand for phosphate exceeds the supply, and that in 1902 almost the total Florida output, about 1,100,000 tons, was exported to Europe and netted the companies operating in that State over \$6,000,000 in profits.

A Handy Financial Book.

Spencer Trask & Co., bankers, 27-29 Pine street, New York, have issued their 1903 edition of statistical tables, which they distribute gratuitously to institutions and investors. The little book, which is of size convenient for the pocket, contains condensed information about the capitalization and earnings of railroad and industrial corporations. It also presents a large bond list arranged conveniently for reference and covering all issues listed on the New York Stock Exchange. The book is printed in clear type, and is in every way a publication that will be of value to persons interested financially.

Railroad Reports.

The Baltimore & Ohio Railroad system reports for December gross earnings \$4,928,035, an increase of \$338,010 as compared with the corresponding month

of 1901; expenses \$3,140,956, increase \$122,671; net earnings \$1,787,079, increase \$15,339. For six months gross earnings \$31,617,157, increase \$2,147,390; expenses \$19,472,037, increase \$1,397,096; net earnings \$12,175,120, increase \$750,204.

New Corporations.

A bank is to be established at Warsaw, N. C. H. L. Stevens and others are reported interested.

The Farmers' State Bank of Oklahoma City has been authorized to begin business with \$50,000 capital.

The Bank of Wanette has been authorized to begin business at Wanette, Okla.; capital \$10,000; president, George Rose; cashier, Thomas Southgate.

The Wester Savings & Trust Co. of San Antonio, Texas, capital \$100,000, has been incorporated by R. H. Wester, G. B. Wester and John D. Cockrell.

The Bank of Commerce, capital \$25,000, has been authorized to begin business at Guthrie, Okla.; president, A. L. Cockrum; cashier, Frederick Dolcater.

N. B. Sligh, formerly cashier of the Citizens' Bank, and others are interested in a movement at Pine Bluff, Ark., to establish a national bank with \$100,000 capital.

A dispatch from Cleburne, Texas, reports that J. C. Blakeney has been elected cashier of the new \$100,000 bank which is being organized by M. M. Pittman and others.

A dispatch from Lake Charles, La., reports that a branch of the Western Trust & Guarantee Co. of Chicago will be established there by E. C. Drew of Monroe and others.

The Monarch Brokerage Co. has been incorporated at St. Louis, Mo.; capital \$20,000. The stockholders are Francis Papin, J. J. Mullally, John R. Lewis and J. J. Fuller.

A movement is under way to establish a bank at Byhalia, Miss., as a branch of the Farmers and Merchants' Bank of Holly Springs. S. M. Mullins is cashier of the latter.

The Globe Securities Co. of Campbell county, Kentucky, has been incorporated, with \$5000 capital, by Richard Bauer, Minnie Bauer and John Wagner, all of Cincinnati, Ohio.

The First National Bank of New Cumberland, W. Va., capital \$40,000, has received its certificate. The officers are John A. Campbell, president; James E. Brandon, cashier.

The Lumberport Bank of Lumberport, W. Va., has been incorporated, with \$25,000 capital, by I. E. Boggs, C. S. Horner, L. C. Oyster, B. C. Horner and L. M. Harter of Lumberport.

The Farmers and Merchants' Bank of Marion, S. C., has been chartered, with \$100,000 capital. The officers are W. J. Montgomery, president; W. M. Monroe, vice-president, and W. H. Cross, cashier.

The First National Bank of Mingo, I. T., capital \$25,000, is approved. The organizers are H. B. Johnson, Chickasha, I. T.; W. G. Williams, C. B. Campbell, Thos. Waldon, T. T. Johnson and others.

The Stone Fort National Bank of Nacogdoches, Texas, is approved; capital \$50,000. The organizers are E. S. Woodfin, Shreveport, La.; P. Youree, H. H. Youree, O. H. P. Sample and L. J. Smith.

The Bank of Stephens, Ark., has been organized, with \$10,000 capital, to begin business immediately. The officers are T. P. Lester, president; J. B. Harper, vice-president, and M. D. Clark of Waldo, cashier.

The First National Bank of Miles Station, Texas, is approved by the comptroller of the currency; capital \$25,000. The organizers are John J. Cox, Goldthwaite,

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Texas; D. C. Cogdell, S. W. Meineke, J. J. Mills and H. F. Butts.	
The Fred Bauernschmidt Building Association has been incorporated at Baltimore, Md., by Adolph H. Schlag, Fritz Knoche, William C. Smith, George Doe-	

[For Additional Financial News, See Pages 32 and 33.]

